

# Auto EXPRESS

THE CAR NEWS WEEKLY

## ALL-NEW AUDI A4

**PLUS** How it stacks up  
against new rivals



## NEW FIAT 500



OF...**THE FUTURE**

Fiat reveals hi-tech  
future for 500



**OFFICIAL**

## JAGUAR F-PACE BREAKS COVER

First look at 2016's new SUV star



**PLUS**

## SIDEWAYS IN HOT NEW FOCUS RS

Ken Block takes us for a wild ride in Ford's 345bhp sensation



**NEW S-MAX** vs BMW'S 7-SEAT 2 SERIES, GRAND PICASSO



Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption

A red Audi RS 3 Sportback is shown from the front, positioned in a large, arched tunnel. The car is connected to a dynamometer system, with straps and pulleys visible on the ground. The tunnel's interior is illuminated by a series of lights along the top, creating a sense of depth and scale. The car's license plate reads 'B71 TCC' and it features 'RS 3' and 'quattro' badges.

**Audi Sport**

**The all-new  
Audi RS 3 Sportback.  
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See what happens when you unleash  
an RS 3 Sportback. Search RS3.

Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO<sub>2</sub> emissions 194 – 189g/km. Standard EU test figures  
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#SR7

3:40 PM



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takes on  
rivals**  
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**THE BEST OF  
BRITISH**  
MINI'S REMARKABLE EVOLUTION



**26** Our Best of British series continues with MINI and Rolls

**Online  
this week**



**First drive verdict on  
BMW's all-new X1**

BMW'S second-generation X1 has grown up, with more muscular styling and larger dimensions giving it a more obvious SUV-like appearance.

Under the skin, it shares its UKL2 platform with the 2 Series Active Tourer. But what does that mean for the drive?

That's what we'll be aiming to find out as we get behind the wheel of the new X1 to put it through its paces for the first time. Log on to read our definitive first drive verdict.

**For more visit  
autoexpress.co.uk**

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## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# We'd like to see cars designed by designers, not accountants



**AE** THIS week we bring you the very first pictures of the new Audi A4 (above). No, really – we do. It'll be much better to drive than the old model, much more efficient and have more tech on board. It's just that it doesn't look a whole lot different to the last one. Take a look at it next to an Audi A3 Saloon and it'll be even harder to tell them apart.

The similarity of one Audi model to the next has been something of a running joke for years. Not that it has done anything to dent the cars' appeal – Audi's sales continue to go up and up.

But I reckon things need to change at Audi, especially with new rivals on the scene like the stunning Alfa Giulia. And change they will...

I was treated to a preview of the new Audi A4 – along with other 2015 Audis – at the end of last year in the company of new Audi designer Marc Lichte. He's a talented chap who played the political game when talking about the new models, but the glint in his eye when he spoke about his plans for Audi design spoke volumes for his thoughts about the cars signed off long before he arrived.

Lichte was responsible for the stunning Audi Prologue concepts we've seen this year, which prove that Audis can still look like Audis but can really move the design game on. That gives me plenty of hope that Audi's future will be much more design-led than its recent past.

Sadly, though, Audi's lack of adventure seems to be catching – conservatism seems to be the name of the game. Fiat's 'new' 500 is a mildly facelifted version of the current model – and that one's been around for eight years already.

The message is clear: don't mess with a successful

formula – there's too much to lose. You can understand the decision, but as fans we'd like to see bolder designs, please.



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# Refreshed Fiat 500 ready

■ More personalisation plus engine and styling tweaks lead the changes as retro baby takes the fight to MINI



Lawrence Allan

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**AE** THE wraps are off the new Fiat 500, and the timing couldn't be better. Its official reveal last weekend was exactly eight years after the new-look 500 first arrived, and 58 years since the original Cinquecento burst on to the scene. Although not a full overhaul from the ground up, the retro city car gets a raft of styling, cabin and drivetrain revisions for 2016, and is set to hit showrooms in September.

This refresh aims to breathe new life into the eight-year-old 500 before there's an all-new model on an all-new platform – although that's unlikely to be for another few years. Still, Fiat claims it has made more than 1,800 changes to help it compete with the latest MINI hatch.

It hasn't messed with the retro formula too much, as exterior revisions are minimal. The main headlamps have been redesigned, with xenon units now an option, while the halogen daytime running lights are replaced with smarter LED items. A new, dual-bar top grille also combines with a tweaked bumper and air intake. At the rear, there are new LED tail-lights with a ring design, plus the chrome bumper trim has been moved down.

Fiat has also extended the 500's famously bold customisation programme with a new bodywork wrapping option, dubbed Second Skin. It allows buyers to cover their 500 in some vibrant patterns, including everything from military camouflage to tartan, with options extending from simple beltline graphics to full body coverings. There are also new alloy designs and a wider variety of colour choices inside and out.

Inside, the changes are more noticeable, with a refreshed



**Current Fiat 500's single-bar grille and headlamp design have been changed**

dashboard layout designed around a new Uconnect infotainment screen. On entry-level Pop cars, it's a five-inch system with six-speakers and a USB/Aux connection; while on top-spec Lounge models, you get the same five-inch touchscreen, but it features Bluetooth, DAB radio and sat-nav with TomTom's live connected traffic services and smartphone integration.

There's also the option of a seven-inch TFT instrument screen in place of the traditional dials (standard on Lounge), which can provide information on driving modes and Uconnect functions. Elsewhere in the cabin, there are more upmarket materials and new upholstery options, while seven airbags are now standard across the range.

All engines have been tweaked to meet Euro 6 regulations, with the 68bhp 1.2-litre and both versions of the TwinAir 0.9-litre petrols all getting stop/start. The TwinAir,

## OFFICIAL

### NEED TO KNOW

This refresh could be the last we see on the current-generation 500, as a brand-new model is due in a few years' time



# dy for action



**TWEAKS** LEDs replace the old model's halogen daytime running lights, while the dual-bar grille and redesigned headlamps add extra style. Engine tweaks make car more efficient



available with 85 or 105bhp, claims CO<sub>2</sub> emissions below 90g/km. The 1.3-litre Multijet diesel, released later on in the year, now emits just 89g/km of CO<sub>2</sub>.

Also coming later in the year will be an Eco version of the base 1.2-litre petrol, which will boast a smart alternator, an aerodynamic bodykit and low-rolling-resistance tyres to push CO<sub>2</sub> emissions

**“Engineers have worked on the chassis to improve comfort and handling”**

under 99g/km. The Dualogic semi-automatic transmission has been updated, too, and now features shift paddles.

Fiat also claims engineers have worked on the chassis, based on the old Panda's, to ensure both comfort and handling are improved. Plus, extra soundproofing improves high-speed refinement.

More details will be revealed closer to launch, although prices will start from £10,890 (£380 more than the current car) when it goes on sale in the UK.

It's also not yet clear when these changes will transfer over to the Abarth models, but we expect to see them alongside the regular 500 at September's Frankfurt Motor Show.



**Dash has been redesigned around new Uconnect system, yet it retains its retro charm**



Styling has gently evolved from current car



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**AE** AUDI has revealed the all-new version of the A4 – its best-selling model globally. And to keep the opposition on its toes, it's also pulled the wraps off the big-booted A4 Avant estate – the first time both models have been revealed simultaneously.

The A4, based on a new MLB platform, is now in its fifth generation and Audi's focus has been on refinement improvements, automated driving tech and efficiency gains. Fuel economy is improved by up to 21 per cent across the range, with power increased by up to 25 per cent at the same time.

Frank Rimili, Audi Exterior Designer, told us there was a desire to make the A4 more masculine. "Today's car is a little soft," he said. "This is sharp and more masculine and that's what we wanted. You can see it in the wider, more aggressive grille."

The overall design of the A4 may not be too dissimilar from the current model, but Audi has addressed the ageing cabin. The 12.3-inch virtual cockpit first seen in the TT is an option, while the centre console and dash are completely redesigned.

The seats, steering wheel and tablet style MMI display have all been redesigned too, and further changes come with the addition

# Classier, more hi-te

- **On sale later this year**
- **'More masculine' styling**

of a new Design Selection cabin which brings new interior trim colours and decorative detailing on the sills and dash. UK specifications have not yet been finalised, but a new 3D-sound system, matrix LED headlamps and Apple CarPlay will be optional features.

The changes continue under the bonnet, with seven all-new or heavily revised engines on offer in the A4. Four TDI diesel and three TFSI petrol engines ranging from 148bhp to 268bhp make up the options, with the new 148bhp 2.0-litre TDI Ultra returning a class-leading 95g/km of CO<sub>2</sub> and 74.3mpg – in the bulkier Avant, those figures read 99g/km of CO<sub>2</sub> and 70.6mpg.

Other new additions include a 148bhp 1.4 litre TFSI petrol engine (57.6mpg and 114g/km) as well as higher-powered 215bhp or 268bhp versions of a new

## OFFICIAL

**AVANT**  
Estate will command a premium of around £1,300 over saloons. Bootspace is 505 litres (up 25 on current car), or 1,510 with seats down, a rise of 80 litres





**INSIDE**  
Cabin is as classy as you would expect, with Virtual Cockpit offered as an option. Dash has been completely redesigned



# tech new Audi A4 is here



**"Audi's focus has been on refinement, efficiency gains and automated driving tech"**

3.0 litre TDI V6 (67.2mpg/110g/km and 57.6mpg and 134g/km).

There's no official word on an A4 e-tron, which is likely to follow later in the year, featuring the same hybrid powertrain from the A3 e-tron made up of the 1.4-litre TFSI and an electric motor.

All petrol engines and four-cylinder diesels receive a six-speed manual gearbox as standard, with a new seven-speed S tronic available as an option on all models

and standard on the 215bhp V6 diesel. Top-spec 268bhp 3.0-litre diesels come exclusively with an eight-speed Tiptronic transmission and quattro all-wheel drive.

The tech offers a huge leap forward, too. A new traffic jam assist system will guide the car through slow-moving traffic at up to 40mph and at up to 8mph it allows for hands-free driving, with the car maintaining lane discipline on its own.

Further automated driving tech comes in the shape of an advanced adaptive cruise control system which uses the navigation to increase or decrease the car's speed in order to maximise fuel economy without any direct driver input. Audi claims this makes the A4 up to 10 per cent more fuel-efficient.

Pricing and trim details will follow later this year when the car goes on sale, with prices expected to kick off at around £28,000. The Avant is likely to command a £1,300 premium over equivalent four-door models.

**PAGE 12: How A4 shapes up vs rivals**



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**TE** AUDI has launched its all-new A4 at a time when the compact executive class is more competitive than ever. It'll go on sale in September after a Frankfurt Motor Show debut, but it'll need to be seriously good to usurp the latest crop of rivals when it arrives in showrooms.

We've put the A4's stats up against the recently updated BMW 3 Series, Jaguar's excellent new XE, Mercedes' upmarket C-Class and the striking new Alfa Romeo Giulia to see if the Audi can win the battle before it's even hit the road.

# How does A4 stack up vs rivals?

## AUDI



### PRACTICALITY

THE new Audi A4 is built on the VW Group's MLB Evo platform, and despite being 120kg lighter, it's 21mm longer than before. That's added 12mm to the car's wheelbase, making for lots more room inside. The saloon's boot capacity is the same, at 480 litres, while the Avant's is up to 505 litres with the rear seats in place.

### PERFORMANCE

NO less than seven all-new or heavily revised engines will appear in the new A4. The entry-level diesel gets a 148bhp 2.0-litre TDI, while top-spec cars use a 268bhp 3.0 TDI. Petrol options are available, too, although official performance figures will be revealed at a later date. Expect high-power S4 and RS4 models to follow.

### EFFICIENCY

ONLY months after BMW announced its 99g/km 320d ED, Audi trumped it with an A4 that emits just 95g/km of CO<sub>2</sub>. However, that won't affect company car drivers – as both cars fall into the 17 per cent Benefit in Kind bracket. A sub-50g/km A4 e-tron is expected in the coming months, but it's still yet to be confirmed.

## ALFA ROMEO GIULIA



AS the Alfa Romeo Giulia is so new, exact dimensions haven't yet been published. However, historically, Alfa's D-segment saloons have tended to be impressively practical. The Giulia's predecessor – the 159 – boasted a 405-litre boot, while a similarly specced BMW 3 Series of its time had a 460-litre load bay.

THE big news from Alfa will be the top-spec, BMW M3-rivalling Giulia QV. It'll use a Ferrari-developed 503bhp 3.0-litre turbo V6, with a 0-62mph sprint time of just 3.9 seconds. Plus, it'll get a 50:50 weight distribution and will be available with rear or four-wheel drive. The engine line-up is unconfirmed, but expect lots of lesser-powered diesels.

ALTHOUGH engine options beyond the V6 are yet to be confirmed, we know the Giulia will use a range of all-new four-cylinder petrol and diesel units. So, it's fair to assume that the most-efficient Alfa saloon will emit less than 100g/km of CO<sub>2</sub>. That should ensure economy of more than 70mpg and a 17 per cent Benefit in Kind tax rate.

## BMW 3 SERIES



THE BMW 3 Series has always been one of the most practical cars in its class. It matches the Audi's 480-litre boot capacity and offers enough space in the rear for three adults. If you need more space, there are Touring estate or GT hatch versions – the latter offering more rear legroom than in a 5 Series.

AS before, the BMW 3 Series comes with a wide range of engine options. Even the basic 316i will do 0-62mph in 8.9 seconds, while the top-spec M3 completes the sprint in 4.3 seconds. The 320d EfficientDynamics car offers decent real-world performance, delivering 0-62mph in 7.8 seconds and topping out at 140mph.

THE 3 Series has always offered competitive running costs, and the facelifted car due later this year is no exception. The greenest model is the 320d ED, posting 74.3mpg fuel economy and 99g/km CO<sub>2</sub> emissions. You'll need to opt for the automatic gearbox if you want to avoid paying road tax, though.

## JAGUAR XE



JAGUAR'S offering can't quite match its Audi, BMW and Mercedes rivals for boot space. With only 455 litres, the XE's boot is 25 litres smaller than the German trio, as it concentrates more on depth than width. Still, there's enough room in the rear for a six-foot passenger to sit comfortably behind a similarly sized driver.

THE new XE represents Jaguar on top of its game – making a car that is great to drive and cheap to run. The entry-level 2.0-litre diesel is slightly slower than the equivalent 3 Series, but it still races from 0-62mph in 8.4 seconds. The range-topping XE S model features the same sweet supercharged V6 as the F-Type.

SENSIBLY, Jaguar has benchmarked its new XE against strong-selling German rivals – with its most-efficient Ingenium diesel engine emitting just 99g/km of CO<sub>2</sub>. The new A4 is better still, but the Jag's 74.3mpg is not to be sniffed at. Unlike the BMW, you're forced to specify a manual box to keep CO<sub>2</sub> emissions to a minimum.

## MERCEDES C-CLASS



THE new Mercedes C-Class improves on its predecessor in near enough every area. It's 70kg lighter than before, despite being 95mm longer and 40mm wider. There's more space inside, plus it matches the BMW and Audi with its 480-litre boot. There are loads of useful cubbies, and most cars get split-fold rear seats.

MERCEDES' C-Class has long prioritised comfort over driving dynamics, but the current car is great to drive. The popular 2.1-litre diesels are a bit noisy, but they offer decent performance and plenty of torque. Range-topping AMG C 63 models get a 4.0-litre V8 capable of 0-62mph in 4.0 seconds and a 180mph top speed.

DESPITE being less than 18 months old, the C-Class is, in fact, the oldest model in its class. That means it's slightly off the pace in terms of fuel economy and emissions – with the greenest model emitting 101g/km of CO<sub>2</sub>. That puts it one Benefit in Kind band higher than its rivals, plus it costs more in road tax.

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Yaris Icon 3 -door 1.0 VVT-i Manual. Official Fuel Consumption Figures in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 65.7 (4.3). CO<sub>2</sub> Emissions 99g/km. The mpg & CO<sub>2</sub> figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is Yaris Icon 3 -door 1.0 VVT-i Manual at £12,745. Price excludes metallic paint. Prices correct at time of going to press. \*0% APR Representative available on new retail orders of Yaris (excluding Active) when ordered between 1 July and 30 September 2015 and registered and financed through Toyota Financial Services by 31 December 2015 on a 42 month AccessToyota (PCP) plan with 0-32% deposit. ^Payment shown is based on a 42 month AccessToyota contract with £179 customer deposit, £900 Finance Deposit Allowance and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered office Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. Excess miles over contracted charged at 8p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.

# Ken Block 'thrill climb' in

**First ride in Ford mega hatch, with hi-tech 4WD transmission**

**AE** Robin Hornig

WHEN Ford enlisted Ken Block – occasional WRC driver and talent behind the massive Gymkhana YouTube series – to help develop the new Focus RS' handling, it knew the results would be spectacular.

With 345bhp from its 2.3-litre four-cylinder EcoBoost engine and four-wheel drive, the mega hatch has all the ingredients to handle like a rally car, but only now – after we were driven in it by Block himself up the hill climb at the recent Goodwood Festival of Speed – can Auto Express confirm that it's every bit as exciting as we'd hoped.

We were among a handful of journalists invited to ride in the RS and speak to American Block about his first experience of developing a road car. "I live in the mountains and the RS lets me drive curvy roads as well as in the snow," he said.

He described the RS' handling as "peppy and direct" and pointed out the power, sound and easy-shifting gearbox as his particular highlights. Adaptive dampers mean it's also more comfortable than its predecessor, but it can be as firm and focused when you need it to be, he told us.

But where Block's input was really put to good use was with the trick four-wheel drive, which can send up to 70 per cent of the power

**"Block engaged Drift Mode, ripped off the line, tipped it into the right-hander and then executed a neat slide"**

**FIRST RIDE**



to the rear axle and split it between the rear tyres as required. There's also a drift mode – a bit like Ferrari's Side Slip Control system – that helps you pull, and hold, drifts but will bring you back in line if you run out of talent.

For the purpose of our run, Block engaged Drift Mode and, after ripping off the line with perfect traction, and leaving a rasping, spitting soundtrack in our wake, tipped it into the first right-hander, brushed the brakes just before the apex and executed a neat slide, to the delight of the crowd.

There was more of the same in the next corner, but what was significant about this

tyre-shredding run up the 1.16-mile hill was that Block wasn't pushing the car to its limits, just enjoying himself at manageable speeds.

The interior of this pre-production model wasn't representative of the finished car, plus we'll leave you to decide whether the more conservative five-door shape, minus the comically flared wheelarches of its predecessor, is a step in the right direction.

One thing's for certain, though: while rivals such as the Honda Civic Type R are concerned purely with getting from A to B in the shortest time possible, the Focus RS is about enjoying yourself on the way there.



## S-Class tech for new Aston DB11

THINGS are getting very interesting at Aston Martin. We've already spotted the new DB9 replacement, likely to be called DB11, with an angular new shape visible behind its disguise (Issue 1,376). Now we've got pictures of its interior, and it's crammed with components from Mercedes' S-Class.

Aston has already announced its tie-up with AMG would span shared engines and electrical architectures, but this full 12.3-inch digital instrument cluster is our first direct look at the fruit of that partnership. Also visible are Aston's trademark buttons for the auto box, instead of a gearlever.

We expect common electrical components with Mercedes to extend to in-car infotainment, plus the latest safety systems. We'll know more when the DB11 debuts in 2016, followed 12 months later by an all-new V8 Vantage.

### INTERIOR

Our spies got a glimpse inside DB11: bank of buttons controls auto gearbox, while digital instrument display is from the S-Class

### SPIED



### ■ AVENTADOR SV TO LIFT LID

LAMBORGHINI has confirmed it will build a Roadster version of its new Aventador LP750-4 Superveloce.

Boss Stephan Winkelmann has said customer demand is strong for the Roadster, even though it won't debut until next month. The car will be heavier than the coupé (above), due to extra strengthening, but will get the same 750bhp V12. It should offer a similar 2.8-second 0-62mph time, but the loss of the roof is likely to reduce the 217mph top speed.

CarPix

# 345bhp Focus RS

## BLAST-OFF

Powerful new Focus RS wows huge crowds at Goodwood, with Ken Block at the wheel and reporter Hornig in the passenger seat



With 345bhp delivered through Ford's clever new 4WD system, Focus leaps off the line and is soon flying up famous hill – even though Block isn't pushing too hard

## news in brief



## Green new 2008 is a big hit for kit

PEUGEOT has revealed a new special-edition 2008 crossover. The Urban Cross (above) is based on Active trim and offers a choice of 108bhp 1.2 PureTech petrol or 99bhp 1.6 BlueHDi diesel engines – the latter emitting only 95g/km of CO<sub>2</sub>.

Available to order now, from £16,495, it's finished in metallic emerald, and has 17-inch alloys and black mirrors. Inside is a leather steering wheel and gearknob with emerald contrast stitching.

## Sub-£7k price for new base Celerio

SUZUKI has introduced a more basic version of its Celerio city car. The new entry-level S22 costs just £6,999 – that's only £1,000 more than the UK's cheapest car, the Dacia Sandero.

It includes six airbags, electric front windows, central locking, ESP and a DAB radio with a CD stereo as standard. Suzuki is selling the Celerio S22 on a PCP deal at £79 a month over 42 months, with a £1,816 deposit.

## Legends honoured in special Bentleys

A RUN of seven Bentley Continental GT Speeds will debut at the Boeing Seafair Airshow in Seattle, US, later this month.

Each will take cues from the seven Breitling L-39 Albatross jets, famous for their aerobatic displays. The bodywork will incorporate a two-tone Hallmark (silver) and Onyx (black) colour scheme. There are also huge alloys, plus yellow details on the front splitter, side sills and rear diffuser. Inside are Breitling Yellow highlights and quilted leather seats. Prices should start at around £200,000.



# Bentley beauty set for green light



**ON THE WAY**  
EXP 10 Speed 6 wowed visitors to Geneva, and Bentley bosses say it's almost certain to be built



THE stunning Bentley EXP 10 Speed 6 is all but certain to make production, bosses say.

Chairman and CEO Wolfgang Dürheimer told us at March's Geneva Motor Show that it showed "potential to be the new pinnacle luxury two-seat sports car". But Dürheimer, engineering boss Rolf Frech and marketing chief Kevin Rose confirmed to Auto Express

at the recent Goodwood Festival of Speed that the positive reaction to the concept meant it was a near certainty to go on sale.

"[It's] had a great response, especially from existing Bentley owners," said Rose. "Nearly everyone has said we'd be mad not to build it." Dürheimer also confirmed that, like the Continental GT, the Speed 6 will be

4WD. He said: "We want to deliver maximum performance in all conditions, and four-wheel drive is a big part of that."

But it's not clear when the car will arrive. Bentley is focusing on its new Bentayga SUV for now, and depending on how well that does, it will either launch the Speed 6 or a smaller SUV to sit below the Bentayga.



Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4(7.9) – 52.3(5.4), Combined 35.3(8.0) – 134.5(2.1).



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# F-Pace gets into shape



## EASY RIDER

F-Pace, seen here with cycling ace Chris Froome, was used as Team Sky support car in Tour de France

## OFFICIAL



**"The Team Sky grille and rear are likely to feature"**

## Support car for Team Sky Gives big clue to production model



**Richard Ingram**

Richard\_Ingram@dennis.co.uk  
@rsp\_ingram

**AE** WE won't see a fully undisguised production version of the Jaguar F-Pace SUV until September's Frankfurt Motor Show, but thanks to a pair of official pictures we now have an extremely good idea of how it will look.

Released along with an announcement that cycling's Team Sky is running an F-Pace as a support car in the Tour de France, the images show an F-Pace prototype with production bodywork covered in Team Sky's famous black and blue livery.

The barely disguised crossover was seen in public for the first time on Saturday, where it supported the riders on Stage One, carrying the likes of the sports director, team doctor and mechanic, as well as drinks, energy gels, clothing, tools and spare parts for the nine Sky riders.

However, as Auto Express went to press these slightly blurry images were all that was available. The Team Sky F-Pace

gets a familiar Jaguar grille, slim headlights and raised suspension. The black roof rails and large alloy wheels are likely to feature on the production version, too.

There's no shot of the rear of the car, but expect the blue and black colour scheme to continue, with F-Type-style rear lights and a high window line – as seen on the C-X17 concept. Prominent exhaust pipes are also expected.

Jaguar also revealed the Tour de France support car features an innovative bike racking system, developed by the brand's Special Vehicle Operations division. It'll get a unique telescopic clamp, designed for quick release of the team's Pinarello Bolide time trial bikes.

Again, as Auto Express went to press, it was unclear what engine was fitted to the Team Sky F-Pace, but as this is only a pre-production prototype, there's a good chance it was the most powerful supercharged 3.0-litre V6, rather than either of the 2.0-litre petrol and diesel Ingenium engines expected at launch.

## UK considers alcohol interlocks

BREATH test immobilisers could be introduced in the UK to cut down on the number of reoffending drink-drivers.

Ministry of Justice figures show more than a quarter of drink-drivers sentenced in 2013 in England and Wales were reoffenders, with 2.6 per cent having three or more convictions. Men were almost twice as likely to reoffend as women, too.

Poland has become the latest EU country to sign up to install alcohol interlocks that prevent a convicted drink-driver from starting their car until they've supplied a clean test. Belgium, Denmark, Finland, France, the Netherlands and Sweden all have rehab programmes backed by the courts while Austria, Switzerland and Norway are preparing similar legislation.

A standardised code for the tech has also been developed to use on driving licences

## LOCK OUT

Tech breath tests convicted drink drivers at wheel, and is in place in host of countries across Europe



that could increase usage and enforcement of the technology across the continent.

A Government spokesman said: "We welcome any technology that will improve road safety. We will continue to look at the best ways to improve road safety during this Parliament and beyond."

**PAGE 30: Lowering the drink-drive limit**

## WIN A CAR IN A MILLION

HOW do you fancy getting your hands on a stylish new hatchback that celebrates an important landmark for Kia?

As we reported in Issue 1,376, the brand recently built its millionth Cee'd at its Slovakian factory, and we were on hand to get the next million on the way – by helping to build number 1,000,001!

And now you can win that car, a stylish 98bhp 1.4-litre pro\_ceed SR7 in Fusion White paint (below). Log on to [www.autoexpress.co.uk/winakia](http://www.autoexpress.co.uk/winakia) to enter and for full terms and conditions.



# on Tour de France



y F-Pace gets a familiar Jaguar  
ised suspension. Black alloys  
eature on production car, too"

## ...And new baby F-Pace could be built in Austria

Poblete



WE broke the story of Jaguar's plans for a baby F-Pace SUV in Issue 1,375, and now we can reveal it's likely to be built in a new factory in Austria.

Jaguar Land Rover has confirmed its intention to expand model production by ramping up its UK factories to full capacity, while also signing an agreement with Magna Steyr – a manufacturing company based in Graz, Austria.

The official line is that Magna Steyr will build some of JLR's present models, but Auto Express has learned that a smaller version of the company's F-Pace SUV will be made there.

The debut of Jaguar's new mid-sized F-Pace SUV at September's Frankfurt Motor Show will just be the start of the brand's SUV plans.

The B-segment crossover model – possibly called E-Pace and smaller than the Range Rover Evoque – will arrive by 2020. Jaguar could then follow up the baby F-Pace with larger SUVs and coupé SUVs as it pushes ahead with ambitious plans to break 200,000 sales by the end of the decade. Jaguar sold 81,570 cars last year.

### EXCLUSIVE IMAGE

New baby F-Pace is likely to be one of the cars produced at new Jaguar factory in Austria



## news in brief



## Five-year wait for SEAT plug-in models

SEAT is ready to embrace plug-in hybrid and electric models, its CEO has revealed – but not before 2020, when an SUV based on the 20V20 concept (above) will arrive.

Jürgen Stackmann told us: "It's a question of time, not a question of if the brand will turn electric. But currently we have zero demand for electric cars.

"So we are focusing on our 1.0-litre TSI three-cylinder engine and our TGI compressed natural gas engine. We think we can get to 2020 without having a lot of electric propulsion systems."

## Massive interest in return of TVR

TVR announced its return last month, with a Cosworth V8-powered sports car already under development, and now it's taking orders for its first new model, due in 2017 and part of a four-car plan over the next decade.

Operations Director John Chasey says TVR's phone and online enquiries "went into meltdown", so a financial structure was necessary. Potential buyers are being asked to put down a deposit of £5,000, but members of the TVR Car Club can lay down just £2,500.

## Modified ForFour on track for success

IS this the ultimate commuting car? Smart has replaced a standard ForFour's tyres with 22-inch solid steel wheels weighing 81kg each, and driven it on a disused railway line, creating what it says is the world's smallest locomotive. The project took Smart six months of design and engineering work.

**PAGE 98:** Read Mike Rutherford's view



# 493bhp 308 set to get go-ahead



### ON THE WAY

Peugeot boss Maxime Picat tweeted these shots of PSA chief testing the hot hybrid



PEUGEOT'S shock debut at the Shanghai Motor Show, the 308 R HYbrid concept, will almost certainly enter production, according to sources at the firm.

It comes after Peugeot CEO Maxime Picat tweeted two images of PSA Peugeot Citroën boss Carlos Tavares trying a test mule of the 493bhp mega hatch. At a

glance it looks like a standard 308 GTi with some light disguise, but senior company sources confirmed it was the hybrid.

In a previous conversation with Auto Express at the unveiling of the R HYbrid at the Shanghai show, Picat said: "We are quite well developed with the car and are now in the process of commercialising

it." Assuming Peugeot can actually make the business case stack up, we could see the car on the road within the next two to three years, when the first plug-in hybrids will appear across the Peugeot, Citroën and DS families. There are no details yet as to how many of the petrol-electric mega-hatch the firm plans to make.

# We drive BMW's answer

## BMW 5 Series GT FCEV

**AE** Matt Robinson

THE BMW 5 Series GT Fuel Cell Electric Vehicle, born out of the German brand's collaboration with Toyota, is an attempt to address the two major problems with hybrids in one fell swoop: range anxiety and constant zero-emissions driving. We got behind the wheel to try it out.

Installed into the chassis of a 5 Series Gran Turismo, the drivetrain uses a hydrogen fuel cell stack in place of the engine, while the cylindrical fuel tank sits where the prop shaft would be. This tank can hold either 4.5kg of hydrogen fuel, supplied at 700bar, for a range of 280 miles, or 7.1kg of cryo-compressed gas, at 350bar, for a 437-mile range.

The electric motor and its two-stage reduction gear transmission are housed in the rear axle. Essentially, it's best to think of the hydrogen fuel cell as a 'range extender' for a battery-electric vehicle (BEV).

BMW was at pains to point out the car's R&D status, and that a production version is two product cycles away; but the signs are still promising. Bar a whooshing noise as the compressor underneath forced air into the fuel cell, the car was quiet and torquey.

Acceleration from 0-60mph felt rapid and the 5 GT generally handled like a conventional vehicle. BMW says the hydrogen system

**"The car was quiet and torquey, while acceleration from 0-60mph felt rapid"**



### DRIVEN

**RESOLUTIONS** BMW's aim to eradicate range anxiety has worked, as the 5 Series GT FCEV can run for 280 or 437 miles depending on fuel. Constant zero emissions also possible

weighs 160kg and thus brings with it a 100kg weight penalty over a conventional combustion engine model, although the passenger compartment isn't compromised.

The benefit is that it can run in zero-emissions mode all the time, rather than in short bursts. Refuelling takes less than five minutes, but BMW insisted that this will be as quick as a petrol or diesel car soon. If anyone can make this tech work, BMW can.



## Futuristic i8 prototype also gets the hydrogen

LOOKING even further into the future, BMW has also revealed an i8-based hydrogen fuel cell research vehicle, showcasing tech available on its road cars in the next decade.

Using the standard i8's body and carbon-fibre construction as a base, it throws out the existing rear-mounted 1.5-litre three-cylinder turbo petrol engine and replaces it with a hydrogen fuel cell stack – the same 242bhp drivetrain as in the 5 Series GT FCEV. The hydrogen is held in a cryogenic tank where the batteries usually sit.

The prototype also sports an aerodynamic new bodysheet and an extended rear end – both shaped by wind-tunnel testing. The

two-door prototype was built back in 2012, but has been kept hidden ever since. BMW recently confirmed it will begin large-scale production of a hydrogen car by 2020.

Its forward-thinking 'i' brand, which currently includes the i3 and i8, has long been touted as the most likely launchpad for any fuel-cell model, and the appearance of this prototype proves it. BMW has an engineering alliance with Toyota, which is why the hydrogen fuel cell stack demonstrated in the research vehicle and the GT FCEV is also shared with the new Toyota Mirai, the first ever commercially available hydrogen car.

**"Prototype sports an aerodynamic new bodysheet and an extended rear end – both shaped by wind tunnel testing"**



### TECH

Prototype has the same 242bhp drivetrain as the 5 Series GT FCEV – tech that will be on the road by 2020

# ...to hybrid future



**FUELLING**  
Filling up with hydrogen fuel takes less than five minutes. Car handles like a normal vehicle

## ...en treatment



i8 looks futuristic; hydrogen is held in cryogenic tank



### BMW 2 Series AT e-Drive



**DRIVEN**

**BMW 2 Series Active Tourer to be next member of the PHEV family**

BMW's new wave of plug-in hybrid (PHEV) models is gathering momentum, with the X5 xDrive40e, 340e and 740e already revealed. The next model will be this – the 2 Series Active Tourer eDrive.

It uses the same 1.5-litre turbo three-cylinder petrol engine and electric motor configuration as the i8, yet with the petrol engine driving the front axle and the electric motor at the rear for four-wheel drive.

As this was a prototype, final interior specs and badging have yet to be signed off, but our car had the familiar 'hybrid power routing' display screens in its iDrive system, a PHEV battery indicator in the instrument cluster and 220e script on its rump. The 217bhp drivetrain provides rapid acceleration, even in pure-electric eDrive. It's also quiet, with the engine only providing a background thrum at high revs.

Charging the lithium-ion battery will take between two and three hours, it has an all-electric range of around 24 miles at a 70mph maximum, with the total range around 344 miles. Expect this model to be on sale next year as the most expensive 2 Series (£32,000-plus).

### BMW 1 Series DWI



**DRIVEN**

**We put BMW's fuel-efficient Direct Water Injection (DWI) to the test**

BMW says a well timed spray of water can improve a petrol engine's efficiency by three to eight per cent, and it's built a car to prove the theory. This 1 Series is powered by a three-cylinder, 1.5-litre turbocharged engine, developing 215bhp instead of 201bhp here thanks to DWI. The compression ratio is upped from 9.5 to 11.01.

A seven-litre water reservoir is mounted in the engine bay, and a fine spray can either be fired into the inlet manifold (known as indirect), or it is fed into a high-pressure pump and mixed with fuel to form an emulsion before being directly injected into the cylinder.

The idea behind this is that the spray of water works as a secondary cooler of intake air before the combustion phase, which in turn boosts power and efficiency. Yet it's impossible to tell if DWI is working.

Following our acceleration tests, a computer showed that we had used 19 per cent less fuel with DWI active. While indirect water injection (as featured on our drive of the M4 MotoGP safety car, Issue 1,366) is likely to be seen in production next year, this system is yet to be approved.



**Mat Watson**

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### Video watch

AT [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos) this week, we take a look at the all-new Audi A4 and put VW's Touran through its paces.

### The five things you need to know on A4



AS you have seen on Pages 10-12, Audi has finally taken the wraps off its new A4 saloon and Avant. And while the styling may be uninspiring, there is plenty to get excited about. In this video we reveal the five key things you need to know about the new model. Is it good enough to take on the likes of the new BMW 3 Series and Jaguar XE? Our video has the answers.

### Does new Touran tick all the boxes?



YOU can read what we think of the new VW Touran on Page 38 – and then check out our video. Built on the VW Group's ubiquitous MQB platform, the Touran promises to be decent to drive while offering space for seven. Can it successfully take the fight to BMW's 2 Series Gran Tourer? Log on to find out.

You can watch any of our videos on your phone  
Simply scan this QR code.





# Fine dispute highlights parking ticket confusion

■ **CASE STUDY** We clear up differences between parking notices after reader disputes fine

**AE** Julie Sinclair

CAMERA-patrolled car parks might not have the human touch when it comes to fair ticketing, but that doesn't mean you can't appeal to someone's common sense if you think you have a strong case.

That was certainly how one Auto Express reader felt when he contacted us to say he'd been issued with a £100 fine by a hotel's parking contractor after a delayed check-in took him 57 seconds over the ANPR camera's 15-minute grace period. That was clearly unreasonable, and thankfully the reader contacted Auto Express and we persuaded the hotel to cancel the fine.

However, many might be worried about appealing, due to aggressive wording on the 'ticket'. The paperwork implied the charges were enforceable, and included financial incentives to pay quickly. We agree that it's easy to be duped into thinking all parking tickets are alike. But while the 'Parking Charge Notice' issued in this case may have sounded the same as a 'Penalty Charge Notice', the two require very different handling if you're in a dispute.

## Differences

'Parking Charge Notice' is what private companies write on their invoices, in the hope of persuading you that they are enforceable fines. Simply put; they aren't. They're effectively compensation claims for trespassing or for a breach of contract which they will argue a motorist entered into if they parked in their car park.

It assumes the motorist read the terms and conditions published on-site – so they need to be clearly marked on signs – and accepted any charges detailed there. If you refuse to pay, it's effectively a civil matter and the company needs to take you to court to recoup perceived losses.

A Penalty Charge Notice, however, is issued by a traffic warden or local authority, and states that you have contravened a motoring regulation. It's enforceable, but is usually treated as a civil matter. There's a formal appeals process, but the time restrictions need to be adhered to.

Unpaid fines will be treated as civil debts that can be pursued through county courts via bailiffs. A Fixed Penalty Notice, by contrast, is issued by the police for criminal motoring offences. Failure to pay these could result in prosecution, hiked fines and points on your licence. So ignore them at your peril.



## CLARIFICATION

Parking charge notices are issued by private companies, while penalty notices are handed out by local authorities – both can be appealed



Joe Finnerty

**Wireless tech could take headache out of recharging electric cars**

**AE** ELECTRIC cars are not so much cars of the future, rather cars of the present. But there's still no denying that there's an element of inconvenience attached to ownership.

The shine of turning up in a new BMW i3 or top-of-the-range Mitsubishi Outlander PHEV is taken off when you have to wrestle with metres of cabling or fight with a broken charging point. You just have to take a look at the video we produced on our i3's European road trip (opposite) to see the problems.

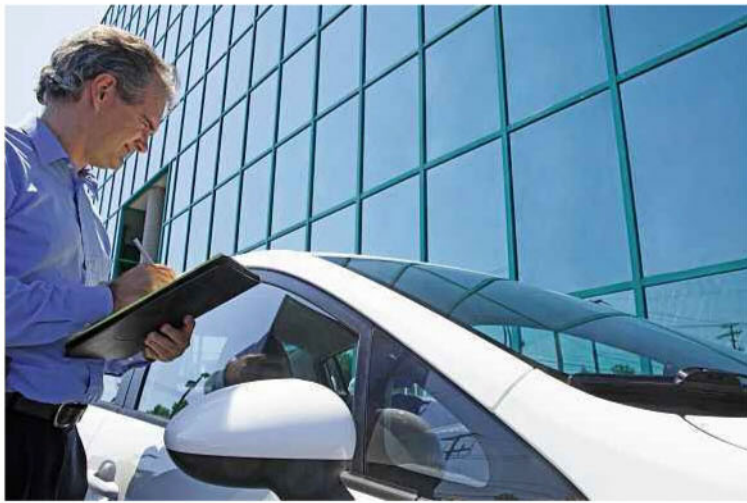
But that could all change, and last week I glimpsed a more convenient future. At the Chargemaster HQ in Luton I tested the latest Qualcomm Halo wireless charging tech that could be with us as early as next year. Bosses at Chargemaster – the leader in UK electric infrastructure – said it's just awaiting Government regulation.

What's so impressive is its simplicity and convenience. Right now, the system is linked to an app on a smartphone, but ultimately it'll be fully integrated into the car. You simply press to dock, drive up over a pad sunk into the road and the car starts to charge. Get out, lock up and walk away just like a regular car. Simple. Both the floor pad and car pad are out of sight and there's even a margin of error for off-centre parking. And this isn't just a pipedream; it's here right now.

So what's next? Dynamic wireless charging or specifically electrifying the roads to charge on the go. Sound far-fetched? Well, it's already doable and looks likely to be trialled in taxi ranks in London as part of the capital's emissions clean up. It's time to realise our electric future is here already.

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**"I tested the Qualcomm Halo wireless charging tech that may be with us as early as next year"**



As part of checks, Avis now ensures hire cars haven't been switched to budget tyres

# Car hire firms on alert for tyre switch scams

■ Reader surprised when Avis checked brand of tyres on rental

**AE** Martin Saarinen

RETURNING a rental car can be a tricky business. It's not unusual for clients to disagree with a hire company on scratches and scrapes, but it's rare for the dispute to extend to branding on the tyres.

However, one reader came across a new line of questioning from Avis when he returned his Peugeot 208 to the Worcester branch. Stuart Dow, who lives in Australia and was visiting family, was told the company inspected tyres in case they'd been removed and replaced with budget ones.

"Initially, I smiled at the 'entrepreneurial spirit' of these tyre thieves," he said. "However, the longer I thought about it, I realised it's the customers who end up paying for the tyres with increased car hire charges."

We contacted Avis about the rental to find out if customers swapping premium for budget tyres was a localised issue or industry wide. Its spokesman wouldn't confirm if it was a problem, but admitted Avis checks all tyres on rental returns.

He said: "Tread and pressure are recorded and tyres are checked for damage. As part of this inspection, Avis records the brand of the tyres present on each vehicle, to ensure this matches the previous report. We apologise if Mr Dow didn't feel this process was properly explained to him."



**DRIVING DOCTOR**

Paul Ripley  
www.drd.uk.com  
@drpaulripley

■ **TELEMATICS** provide insurers with an unbiased assessment of driver safety and behaviour by measuring harsh braking, speeding and fast cornering.

Insurers then give drivers a score and adjust the premium accordingly. But should this be where the value of telematics ends? Once a driver knows they're being monitored they want to get a great score and drive on their best behaviour. What's the missing link to improving drivers in the long term?

It's true that young drivers are particularly vulnerable in the first few months, and while telematics can make them aware of their crash probability, more importantly, it can educate them.

Through coaching we can improve awareness and hazard perception and develop new skills and attitudes to lower the risk. I saw the opportunity for success in using telematics for education some years ago and put together a variety of driving campaigns to cover this aspect of driver coaching. Through behavioural change, motorists can enjoy the freedom that driving offers.

By extending these educational benefits, telematics can lower both crashes and insurance premiums and, ultimately, save lives. What's not to like?



**Inbox** What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

## HOT TOPIC BMW i3's Euro road trip

**FROM: Janner** TO date, the average fuel economy on my i3 is 540mpg. I regularly charge on the road, but sometimes there aren't chargers or they're broken, and that's when I have to use petrol. Without refuelling, the range on my i3 ReX is 180 miles; with refuelling it's infinite.

**FROM: OskarMatzerath** I REALLY want to buy into the future of the electric car. However, as your feature and video highlight, the charging times and range are still very much in their infancy. I'm not sure if battery technology will ever develop to an acceptable standard.



**LIMITS**  
Readers like idea of i3, but as our video showed, the range and charge points are still of concern

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

■ "Ridiculous! To buy electricity one needs a special card. What is wrong with paying with a credit or other bank card?" **Baihuji**

■ "I'm keen to get a plug-in car, but not sure if they work just yet. I'm confident that they'll overcome these issues, though." **Def90cars**

■ "A combustion engine feels like a tractor after a few months with the i3. It also saves £1,000 a year in fuel." **Pixelbase Electric**

## DRLs have actually made roads less safe

**FROM: Simon Crook** IN my opinion, the roads are now less safe following the introduction of daytime running lights. People without them opt to drive with their main beams on, in broad daylight. This blinds other cars, and makes for a more dangerous driving environment.

## Hybrid figures don't give the full picture

**FROM: Ed Grant** THE consumption figures for hybrids don't seem to account for the cost of recharging the vehicles. Surely the cost of both the petrol or diesel used, as well as the amount of electricity consumed, should be quoted to give a true estimate of hybrid running costs?

## Classic car database is shockingly out of date

**FROM: Tim Adams** THE figures concerning the lack of classics on UK roads (Issue 1,372) show how unreliable Government data is. Many of the cars listed in the database are either wrongly categorised or incorrectly named. The Department for Transport should employ enthusiasts to go through and correct its database.

## When will drivers learn to indicate properly?

**FROM: Julian Goodman** I'M surprised by the lack of indicating on roads. I thought indicators were to notify one's intention, not to point out what you've done. Why is it that drivers don't indicate in advance? Someone once told me: "I always indicate, but doing so too soon shows weakness." What happened to pride in driving well?

**Useful Contacts**

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

**Legal**  
AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct: 0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

**Used car inspections**  
AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

**Car registration/history**  
HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

**Problems with dealers**  
Motor Codes: 0800 692 0825  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade Association: 0131 331 5510  
**Problems with makers**  
Motor Codes: 0800 692 0825

**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
Vehicle and Operator Services Agency (VOSA): 0117 954 3300



# New Hyundai i40

## Put some luxury into your everyday.

The New i40 has a more sophisticated and elegant design. A spacious, quiet and comfortable interior. And an impressive list of clever, intuitive technology. So whether it's a simple trip to the shops, the daily commute, or the dreaded school run, it becomes much more enjoyable in the i40. We make it possible from £19,600\*. Find out more at [hyundai.co.uk](http://hyundai.co.uk)



Fuel consumption in MPG (l/100km) for New i40 range: Urban 50.4 (5.6) – 58.9 (4.8), Extra Urban 61.4 (4.6) – 74.3 comparative purposes and may not reflect all driving results. Model shown: New i40 Tourer Premium 1.7 CRDi 141PS Blue Drive manual solid paint. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.



(3.8), Combined 56.5 (5.0) – 67.3 (4.2), CO<sub>2</sub> Emissions 129 – 110g/km. These official EU test figures are to be used as a guide for with optional Visibility Pack at £28,495 OTR including Sleek Silver metallic paint at £550. \*On the road price of £19,600 applies to New i40 saloon S 1.7 CRDi 115PS Blue Drive manual with



## THE BEST OF BRITISH

MINI'S REMARKABLE EVOLUTION



**Ken Gibson**

mail@autoexpress.co.uk

**AE** REINVENTING the world's most famous small car should have been a major gamble for BMW, but the little British car that captivated the world first time round has proven an even bigger phenomenon in its second coming.

The Mini name was the one good thing BMW salvaged from its ill-fated purchase of the Rover Group, yet the German giant still needed to start from scratch in 2000.

BMW has transformed MINI from cheap and cheerful basic transport to the world's first premium small car and one of the biggest success stories of the last decade.

Nearly 1,000 MINIs roll off the Oxford production line every day, and more than three million have been sold in just 14 years since BMW relaunched the brand in 2001.

MINI has also become one of the UK's greatest export successes, clocking up over £30billion worth of sales to 110 countries around the world, with 80 per cent of the cars built at Oxford being shipped abroad.

To put that figure into perspective, it took the original Mini nearly 45 years to clock up 5.3 million sales, so the new version is already well on the way to overtaking it and sealing its place in motoring's hall of fame.

The MINI revolution has not come cheap, though. BMW has invested nearly £2billion in the brand to develop a new range of models and transform the ageing Oxford plant into a state-of-the-art, hi-tech factory.

The investment has not only benefited BMW, but also British workers, as more than 4,000 are now employed at Oxford with 800 more at the brand's Swindon facility and 800 making engines at its plant at Birmingham.

Plus, thousands more jobs have been created in the UK components industry – supplying parts for MINI. But for one worker, Mick Fisher, the brand is extra special. Mick started working on the original Mini in 1965 at the old Longbridge plant in the West Midlands, and he now plies his trade on the new MINI and will celebrate 50 years' service in September.

The 67-year-old said: "Mini has been the dominant part of my life. It was the first car I worked on as an apprentice and the first car I owned; I paid £500 for a second-hand one.

"My wife and I used to go on holiday to Cornwall in that car, and she still drives a new MINI 5dr today. The MINI has given us a very good living – it's like part of the family."

Mick said he has seen some remarkable changes from his early days working on the classic Mini: "The old factory was a dark and dire place to work. We used to work in a pit in the ground; it's a very different story today.

"The big difference is the technology, it's made the job on production lines much less physical and less stressful." Despite the dramatic changes, Mick told us one thing hasn't changed: "It's always been different from any other car in the world, it has its own image, but the new one is very much a premium small car with all the gizmos."

Mick now works as a project supervisor and is an inspiration to young workers like 21-year-old apprentice

**"BMW transformed MINI from cheap and cheerful basic transport to the world's first premium small car"**



# THE MINI REV

Zach Hollis. Zach joined MINI after three years in the army and is on a four-year maintenance apprenticeship. He sees the chance to grow with MINI and is clearly ambitious; when asked what his goal was, he said: "I'd like to go all the way and become the plant director; I want to get as far as I can.

"MINI also offers job security and means I can plan for the future; coming here was the best decision I made."

And the brand is very much in the genes for 27-year-old Hannah Crowder, who is the fourth generation of her family to work at the Oxford plant. Her great grandfather, Norman, was a superintendent, her grandfather, Derek, worked at Oxford for 42 years and her father, Alan, was an inspector. Plus, she even met her husband, Alan, on the job.

But Hannah admitted that when her dad suggested applying for an apprenticeship at Oxford, she was unimpressed: "I didn't want to work in a car factory. I thought it would be a dirty and boring place to work, but Dad persuaded me to check it out and I'm glad he did.

"This is just the coolest place to work in the world, it has a real buzz about it and the MINI is a truly

awesome car. My mum has just ordered the new five-door version that I've been doing the logistics for, so it's safe to say that the car is very much part of our family."

And in 10 years, Hannah has made her dad proud. After starting as a business apprentice, she has not only qualified but also achieved a degree in Business Management and is now a manager in logistics, making sure vital components arrive on to the production line bang on time.

"I love working here, the people are great and there's a real sense of teamwork; everyone's aim is to ensure the cars leave the line as perfect as possible," Hannah added.

"The MINI has become my life, and I'm happy to keep up the family tradition; I think I will always work here."

And the amazing MINI continues to clock up new records: in the first four months of 2015, it passed 100,000 sales for the first time – putting it on course for record annual sales.

BMW's marriage to Rover may have ended in disaster and divorce, but its partnership with MINI appears to be a match made in heaven, and one that has reignited Mini Mania all over the world.

### MINI GENERATIONS

Maintenance apprentice Zach Hollis joined the Oxford plant after three years in the army, while project supervisor Mick Fisher has seen it all at Mini and will celebrate 50 years with the brand in September



# OLUTION

Our Best of British series continues as we look at the country's most iconic car brand – and meet some of the staff who've helped create a MINI boom under BMW



### FAMILY

Logistics manager Hannah Crowder is the fourth generation of her family to work for Mini



Tom Wood

PAGE 28: HOW BMW ALSO REVITALISED ROLLS-ROYCE



**Ken Gibson**  
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**AE** RECORD sales, a factory working flat-out to meet demand... it's hard to believe Rolls-Royce was dead and buried just 17 years ago! When BMW bought the Rolls-Royce name in 1998 for £50million, it acquired the most famous name in motoring and nothing else.

There was no factory, no workforce, Rolls-Royce was homeless and car-less, and its previous headquarters in Crewe, Cheshire, had been sold, along with Bentley, to the Volkswagen Group. And even the Rolls-Royce name was a faded apology of its former glories – tarnished by years of neglect, it was the motoring equivalent of an aristocrat ending up as a down and out.

So Rolls-Royce started again, and in just over a decade has achieved a motoring miracle, turning a field in the West Sussex countryside into a business that is once again the pinnacle of motoring.

Today, everywhere you look at Rolls-Royce's state-of-the-art factory in Goodwood there is a buzz of activity and anticipation. The workforce has grown from a handful of people in 2000 to a 1,500-strong team of highly skilled workers, while a sensational line-up of models helped the brand achieve record sales of 4,063 cars in 2014.

And that model line-up is about to be extended by two new versions: the Dawn convertible and a "high-bodied vehicle" (Rolls-Royce for SUV) that's set to be the most

controversial model in Rolls' 100-year-plus history. Chief executive Torsten Müller-Otvös believes the new models will not only secure the long-term future of the brand, but take it into a new era of success never seen before.

He says that Rolls-Royce has surpassed even BMW's expectations: "The firm has never enjoyed the level of successes we have achieved in the last few years.

"The relaunch of Rolls-Royce has been achieved in an unbelievable manner that has brought together the legacy, history and the value of the brand."

Müller-Otvös is clear about what the brand's biggest achievements are: "We have made Rolls-Royce relevant to traditional customers but also attracted a new younger generation of buyers all over the world. We have modernised the brand, but also made it cool, modern luxury." He also reveals that the youngest Rolls customer is just 28 years old, and the average age has dropped from 53 to 45.

Central to this success story for Müller-Otvös is the Goodwood factory and its workforce. "It is an unbelievable car plant with an unbelievably skilled workforce," he says. "That has been even more important than BMW thought; it is the perfect location." And he gave a categorical assurance that this would remain the only location where Rolls-Royce cars would be produced, adding: "Every Rolls-Royce needs to be built at Goodwood. It is the heart of the brand.

"Unlike other manufacturers, we will not be building another plant anywhere else in the world." Müller-Otvös explains that the decision to build a new Technology

and Logistics Centre a few miles down the road in Bognor Regis (which opens in 2016) was the latest confirmation of Rolls-Royce's commitment to the UK.

It's a commitment backed by nearly £200million worth of investment that has created 1,500 jobs at Goodwood and thousands more in the UK components industry.

For workers like 23-year-old Sam Evans, it has literally changed his prospects and given him the very real chance of a job for life. Sam was a disillusioned 18-year-old working for the Co-op when a friend working at Rolls-Royce told him it was the place to get a job with a future.

With the confidence of youth, Sam walked into Rolls-Royce reception the next day and asked for a job. He was politely told to follow the correct channels, and six months later he was hired as a production associate.

Over the following three years, Sam's progress has been almost as spectacular as the brand's own rise, including travelling the globe and recently meeting the Prime Minister.

He's about to complete a three-year apprenticeship in the firm's woodshop that will see him become a fully fledged craftsman, helping to produce the exquisite interiors that are such an integral part of every Rolls-Royce.

Sam admits it's been "the best apprenticeship in the world", adding: "It's a great challenge every day creating something beautiful and seeing it go from start to finish."

For 37-year-old Jonathan Peedell, manager of production interior trim wood, the journey to Rolls-Royce has been a bit different. He started out as an electrical apprentice with

## THE BEST OF BRITISH

ROLLS-ROYCE'S REBIRTH



# BACK FROM THE DEAD

We meet some of the new blood that's helping Rolls-Royce achieve record sales – 17 years after it was sold with no factory and no cars



**"Every Rolls-Royce needs to be built at Goodwood. It is the perfect location. It is the heart of the brand"**

**Torsten Müller-Otvös** Chief executive, Rolls-Royce



Sam Evans is about to complete woodshop apprenticeship, and at age of 23, is among fresh blood helping energise Rolls. He loves challenge of "creating something beautiful every day"



### HERITAGE

Rolls-Royce's Richard Carter shows reporter Gibson and editor-in-chief Steve Fowler around HQ at Goodwood, which houses some past glories and is set to be the brand's home for good

the Rover Group, working on the Rover 600 and 800. Jonathan rose through the ranks with Rover, becoming the assembly maintenance manager at the Cowley plant near Oxford, where he gained great experience, but also went through the pain of the motor industry when he had to oversee 850 fellow workers losing their jobs in 2009.

He also learnt everything about mass car production, where a car rolled off the lines every 68 seconds – a far cry from the hand-built artistry he now enjoys at Rolls-Royce.

But it was when BMW took over Rover that Jonathan was given the chance to transform his career and his education with a manufacturing degree, and then be selected to join Rolls-Royce in the woodshop. He admits he was expecting a slower and easier pace of life: "I had no idea what went into the wood craftsmanship of building a Rolls-Royce – the detail and intricacy. It was six months before I really appreciated how complicated it was to work in wood."

"At Rolls-Royce it's all about hand skills. You can't get a robot to do what we do. I quickly realised you need the detail only a human being can give."

Jonathan has also been shocked by the level of contact he has with Rolls-Royce customers in the woodshop. "I love the link with the customers and the intricate detail needed to give them exactly what they want. I enjoy every single day. I get great satisfaction from my job."

And that's perhaps the secret of this reborn brand: the workforce gets as much satisfaction from building a new Rolls-Royce as the lucky buyers get from owning one.

# LOWERING THE LIMIT

Seven months after Scotland introduced a new, lower drink-driving limit, we find out the effect it's had on road safety – and if there's a lesson for the rest of the UK to learn

50  
MG



**Graham Hope**

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**AE** SCOTLAND, you may have noticed, has increasingly been going its own way in recent times. And one area where it is undoubtedly leading the rest of the UK is in the fight against drink-driving.

On 5 December last year, it introduced a new, lower blood-alcohol limit of 50mg per 100ml for drivers, falling in line with many other European countries, and leaving England and Wales, alongside Malta, as the only nations on the continent still supporting the higher 80mg limit. (Legislation is shortly due in Northern Ireland that will also cut its limit to 50mg.) These new, tougher laws mean just one drink can push drivers over the legal limit.

More than half a year on from the landmark decision, it seemed a good time to find out what the effect has been. Is the new limit working? And could England and Wales learn a lesson from Scotland's experience? Auto Express went to Stirling to speak to Police Scotland's Head of Roads Policing, Superintendent Iain Murray, to find out.

He is unequivocal in his interpretation of how people have reacted. "We have seen real behavioural change," he says. And the numbers back this up. Prior to the limit change, Police Scotland were catching an average of 106 drink-drivers a week, with an extra third of people recorded in an "amber zone" – just under the old limit (but over the new one). That extra third would have taken the figure to 141. Supt. Murray explains: "We were able to go public with the message that if nobody changed their behaviour, with the new limit we would catch at least an extra 35 people a week."

"What we are down to now is 80 a week [these figures relate to an average between December 2014 and February 2015]. You can look at that as a near 25 per cent reduction on the 106, or a near 50 per cent reduction on the 140. Put simply, had people not changed, we'd be catching more."

Of course, this would be less impressive if fewer breath tests are being carried out in the first place, but according to Supt. Murray, this isn't the case. "We are stopping more cars – more than we ever have," he says. "Police stop more than 20,000 Scottish drivers a month. That's one vehicle every two minutes. If you have committed an offence, or if we have reasonable cause to suspect that you have been drinking, you may be subjected to a breath test."

To get a taste of how rigorously the roads are being policed, we went on patrol with Inspector Andy Thomson and PC Allan Duff early on a Monday morning on the roads in and around Stirling. The officers were on the lookout for anyone committing road traffic offences, and have the authority to breath test anyone they stop. "Morning-after





## ON THE SPOT

We went on patrol in Stirling with local police officers to see how new drink-drive limit is being enforced. William Harper (below) was tested and came up negative



## WHAT DO SCOTLAND'S DRIVERS THINK?

We asked motorists in and around Stirling what they made of the lower limit – and whether it had changed their outlook



### SHAUN LEMMON

"I completely accept the new limit. It's a maturity thing – you know you shouldn't drink-drive and that's it. I'd never have done it anyway, and I'm even less likely to now."



### JUNE WATT

"The conscientious are now even more aware, but I don't think it stops hardened drink-drivers, so I have mixed feelings. It spoils your enjoyment of a glass of wine with a meal. Now I don't have a thing."



### THERESA MCLEAN

"The general consensus is that it has made people more responsible. Previously I might have had a couple of glasses of wine in the evening and driven the next day. Now you really think about what you're drinking."



### WENDY MACKIE

"I knew the limit had been lowered, but wasn't aware it was lower here than in England. Yet it doesn't bother me. I'd never do it. It's just something you wouldn't consider doing."



### CHRISTINE CAMPBELL

"There was loads of advertising about the new limit so you couldn't miss it. People are definitely more aware now about the dangers of drink-driving. I get my husband to pick me up if I'm out."



### SUZANNE BEATON

"Of course it's a good idea. It should actually be zero, instead of just being lowered. Why take the risk? There's no need to have a drink if you are driving. I certainly wouldn't have one. There's absolutely no excuse."

## NEED FOR ACTION

Before the new lower limit, officers were catching 106 drink-drivers a week; now it's down to an average of 80 a week



**"If people die on the roads, it's considered a 'tragic accident'. But it isn't. These things are avoidable"**

**Iain Murray** Head of Roads Policing

offences are quite common," explains Insp. Thomson. In a period of around 45 minutes, we stop three drivers. William Harper, of nearby Fintry, is driving a Ford Transit and it quickly becomes clear to PC Duff that his brake lights aren't working.

The officers tail him, then stop him and explain the nature of the offence. There's no argument from the driver, who is then told he will be required to undergo a breath test.

A quick blow into the tube confirms the reading is zero, and William is extremely relaxed about the experience. "There's no problem," he tells us. "I think the limit is a good thing. I wouldn't even consider half a pint before driving."

You can read what other drivers in Stirling think of the new limit on Page 31, but it's no exaggeration to say that public acceptance has been a driving force behind its introduction and implementation. "As soon as the [Scottish] Government was granted the power to do so, it [the idea of a lower limit] went out to public consultation in 2012," Supt. Murray says. "The 74 per cent return rate was seen as a green light to go on and work towards putting it in place."

And the need for something to be done is obvious. A total of 200 people died on Scotland's roads in 2014 – which coincidentally was the four-year rolling average as well. "If you said 200 people were being murdered a year, people would be up in arms," reasons Supt. Murray. "But if people die on the roads, it's just considered a 'tragic accident'. But of course it isn't. These things are avoidable."

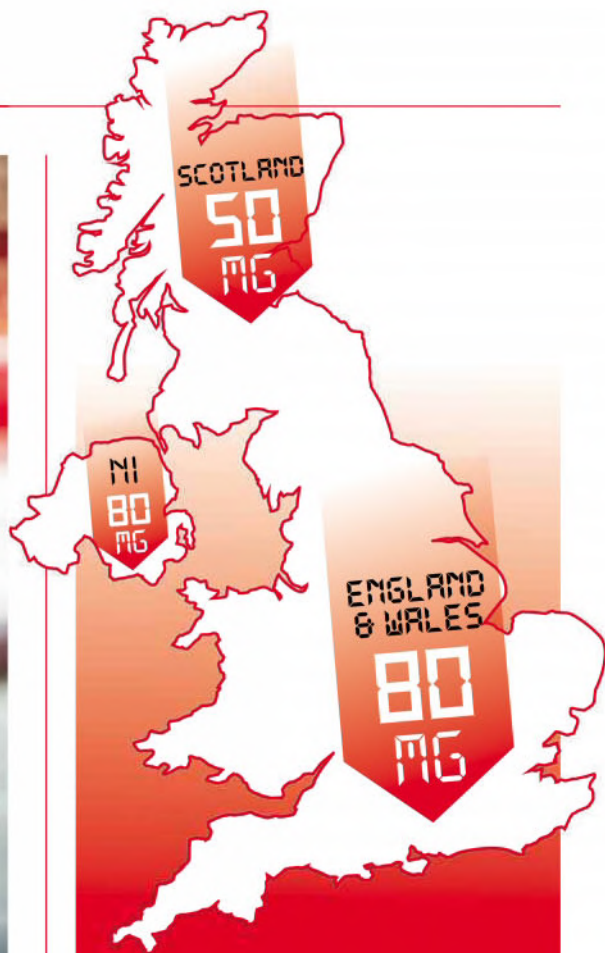
Between one in eight and one in 10 of these deaths were attributed to alcohol – a figure Murray is determined to lower. In addition, an average of 130 people a year are injured on account of alcohol-related road accidents, too. Of course, one of the big debates regarding the new limit is

just how much is safe to consume before driving. Police Scotland's official line is, as Supt. Murray says: "Any alcohol leads to impairment. So it's best not to do it at all."

Many people have taken that on board, especially in light of effective public messaging which says that, depending on who is consuming the alcohol and how they're doing it, one pint or a large glass of wine could be enough to exceed the limit. This change in drinking habits has had benefits elsewhere, too. Explains Supt. Murray: "At Christmas we saw a reduction in domestic violence, which is one of the most heartening things out of this. The only thing that has changed in Scotland in the past year is the limit. If people are drinking less and making more positive decisions about aspects of their life, then how it affects them and how they behave elsewhere must be improved."

Even at this early stage, then, it seems with public backing and fewer positive tests, the reduction in the limit has been a success. Surely, then, there is a need for the rest of the UK to follow Scotland's example? "I think England and Wales' position now is worthy of strong question," says Supt. Murray. "Countries in Europe with more challenging issues around road safety are going to reap better rewards than we'll see south of the border as they have moved quicker."

"The UK should be at the forefront of this, because we have plateaued when you look at road death stats. There have actually been rises in overall KSI (Killed or Seriously Injured) figures in certain parts of the UK. If you look at any European country that lowered the limit before us, and what is happening in Scotland, the research shows it takes away the dubiety. People get the message. Put simply, we need to see something new."



## WILL THE REST OF THE UK FOLLOW SUIT?

SO will the rest of the country follow Scotland's lead and reduce the drink-driving limit?

There's certainly a strong desire for new legislation from some quarters, with the Police Federation in particular adamant that action needs to be taken. At its conference in May, Victoria Martin, of the Police Federation of England and Wales, said: "We would like to see a lower drink-drive limit like most other European countries have, as well as Scotland which saw a marked reduction in failed breathalyser tests as soon as the law was changed last year. We would also like to see road safety back on the national and local agenda."

However, the feeling at the Department for Transport seems to be that it's too early to draw conclusions from Scotland's experience. It would not comment on the drop in positive tests, but a spokesman did say: "Tackling drink-driving is a priority. Measures in the 2015 De-Regulation Act strengthened enforcement by removing the right for drivers who fail a test to demand a blood or urine test. This has denied people the chance to sober up while waiting for the test to be taken."

"High-risk offenders are now also required to prove they are no longer alcohol-dependent before being allowed to drive."

Northern Ireland, meanwhile, could be set to go even further. Its limit is currently 80mg per 100ml, but there are proposals that could see a phased introduction later this year of a general 50mg limit and 20mg for professional and novice drivers, which is a de facto zero limit.

**"The Police Federation is adamant that action is needed"**

# KEEPING YOUR CAR ON THE ROAD THIS SUMMER

The big summer getaway is approaching, and here's our guide to keeping moving on the road with the family – including having the right insurance



**AE** THE temperatures are rising, the days are at their longest, and the children are getting excited about the end of the school term... the holiday season is nearly upon us. And whether they're staying in the UK or heading abroad, most motorists packing the family and their luggage together for a break in the sunshine know what they need to do to keep their car on the road this summer.

Simple inspections of the oil, coolant and screenwash levels are essential checks, as are tyre pressure and tread depth checks. If you're planning to cover a long distance, and you're not a confident DIY mechanic, it's a good idea to book your car in for a full service. But while most drivers check the fluid levels under their bonnet, many leave home without checking if they have the right level of insurance. And that's where Tesco Bank Car Insurance comes in.

Tesco Bank's Car Insurance policies have been awarded a 5 star rating from Defaqto, with the independent research body praising their range of features and benefits. These include onward travel cover<sup>1</sup> to ensure policyholders aren't left stranded if they have an accident. Tesco Bank Car Insurance customers can claim back up to £150 towards travel expenses they incur reaching their destination, or getting home, after they've been involved in an accident or had their car stolen and made a valid claim.

Each policyholder gets this peace of mind as standard, plus a UK-based accident helpline, open 24 hours a day, seven days a week. Other great benefits include cover for incidents

involving uninsured drivers, and a replacement child seat after an accident, even if your existing seat looks fine.

If you're heading for the Channel Tunnel terminal or one of the ferry ports, you're probably already aware of the changes you need to make to your car to drive it legally on the Continent. This ranges from fitting simple headlight adapters and GB stickers to carrying extra equipment, such as a warning triangle, first-aid kit and reflective vests. The rules vary from country to country in Europe.

But one thing you might not have thought about is whether you're insured to drive abroad in the first place. There's no need to check if you're a Tesco Bank Car Insurance customer, as UK cover is extended to the EU for up to 90 days at no extra cost<sup>2</sup>. So whether you're just popping across the Channel for a day trip or planning something more adventurous, taking in various countries, you're insured to drive in the EU, with no need to pay extra, for 90 days. If only everyone's summer holidays lasted that long...

## YOUR HANDY HOLIDAY CHECKLIST

We've picked out some of the essential checks you need to make before the big family holiday getaway on the road this summer



### FLUID CHECK

Inspecting the oil, plus coolant and screenwash, is the least you should do under the bonnet before a long summer journey. It's a good idea to get a service



### TYRE CHECK

It's essential that you check your tyre pressures and tread depths before you leave, and keep watch on them if you're covering a long distance on holiday



### FOREIGN TRAVEL

If you're heading abroad, ensure you have all the kit required for countries you're driving through – from warning triangles to spare headlight bulbs



### INSURANCE

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Pete Gibson



# Skoda Superb Estate

**FIRST DRIVE** Massive family wagon is more desirable than ever, and good to drive, too



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**AE** THE new Skoda Superb hatchback is already more spacious than most estate cars, so the question is: is a super-sized Superb Estate strictly necessary? Skoda clearly thinks it is, as do UK customers, who are expected to snap up more than twice as many Estates as hatchbacks, despite the £1,200 premium.

Let's start with the numbers, because there are some pretty big ones to chew on. At 4,856mm long and 1,864mm wide, the Estate is 23mm longer and 47mm wider than its predecessor and just a few millimetres longer than the current hatch. Its 2,841mm wheelbase is identical to that of the hatch, though, so there's the same luxurious amount of rear legroom – more about that in a minute.

Whereas the hatchback offers boot space of 625 litres with the rear seats up

and 1,760 litres with them down, the Estate blows it out of the water with 660 litres and 1,950 litres respectively. To put that in perspective, Ford's Mondeo Estate can only manage 500 and 1,605 litres respectively, while even the Mercedes E-Class Estate – with 600 and 1,855 – is left lagging behind.

It's not just the sheer volume of the boot that's impressive, but the way Skoda has made it as usable as possible. The tailgate – electrically operated as standard on our top-spec L&K test car – is pushed to the very outer edges of the rear end.

As a result, the opening is virtually the full width of the car, while the lip is set low and finished with a protective metal plate. Tug two levers, set either side of the boot, and the split rear bench falls forward automatically, so maximum space is available in seconds. Plus, fold the front passenger seat forward and objects up to 3.3m in length can be slotted in. The interior is littered with useful features, too,

such as a rechargeable and removable torch in the boot, an ice scraper in the fuel filler cap and an iPad dock that can be attached to the back of the front headrests or slotted into the drop-down armrest in the middle of the rear bench.

If you plan on parking the car somewhere with a low roof, you can configure the tailgate to stop at a certain height, and if you're caught in a downpour there are two umbrellas integrated into the two front doors – just like a Rolls-Royce!

However, the most impressive part of the new Superb isn't its cavernous boot or acres of rear legroom (the old model had both of those in abundance), but the way it looks. The last-generation Superb appeared stretched and awkward from some angles and just plain ugly from others, but this new Superb has shed its old skin and taken on a genuinely desirable shape. And we reckon the Estate, with its steeply raked rear screen, gently curving roofline and bold



**Boot isn't just big; there are Velcro dividers, a rem**

**40** **BOXSTER SPYDER**  
Why latest Porsche could be the most exciting new sports car of 2015.

**42** **HYUNDAI TUCSON**  
Is stylish new crossover good enough to steal sales from Qashqai?

**44** **SUBARU DOUBLE**  
We drive Levorg estate that is heading to UK. Plus STI-tuned BRZ.

**46** **VW CARAVELLE**  
Transporter-based MPV is massively spacious and decent to drive.



#### NEED TO KNOW

If you want something a little faster there's a range-topping Superb Estate with the same 276bhp 2.0 TSI engine as the SEAT Leon Cupra, coupled to a DSG gearbox and four-wheel drive

## Essentials

### Skoda Superb Estate 2.0 TDI Laurin & Klement

<b>Price:</b>	£29,940
<b>Engine:</b>	2.0-litre 4cyl turbodiesel
<b>Power/torque:</b>	148bhp/340Nm
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	8.9 seconds
<b>Top speed:</b>	135mph
<b>Economy:</b>	68.9mpg
<b>CO<sub>2</sub>:</b>	109g/km

**ON SALE Now**



**CABIN** There's masses of space in back seats, with legroom especially generous. Headroom is reduced slightly if you choose the optional panoramic roof, but passengers will never feel cramped



**EQUIPMENT** Even entry-level 'S' cars have a five-inch touchscreen, 16-inch alloys and Bluetooth. Our top-spec L&K car gets 18-inch wheels, 10-speaker stereo, leather seats and adaptive dampers



New Superb looks much more imposing than previous model, with lower, wider front and sharply angular styling suiting it well

## "Customers in the UK are expected to snap up twice as many Superb Estates as hatchbacks"

tail-lights, is even better than the hatch. Driving towards you it looks low and wide, and with its chiselled surfaces and sharp angles everywhere, it could easily be mistaken for an oversized Audi A4.

The interior is identical to the hatch so features the same simple, clean lines and chunky switchgear. There's absolutely nothing fancy about the dash design, but all the controls are where you'd expect to find them and have a quality feel.

Perhaps the colour schemes are a little bland, but the overall impression is build quality from above the Superb's pay-grade. The seats have a huge range of adjustment, so you can sit low and reclined in a sporty position if you wish, or perch higher, peering down the long

bonnet. The only problem with the front seats is you know the passengers in the back are more relaxed than you are.

I'm five foot eight, and sat behind my perfect driving position there was a clear foot between my knees and the back of the front seat. The full-length panoramic glass roof with a retractable front section is optional, even on top-spec cars, but worth stretching to for the way it emphasises the sense of space and light. It does eat into headroom by a few millimetres and raise the centre of gravity ever so slightly, but there's headroom to spare.

Every control has clearly been set up with comfort in mind. That's not to say the Superb falls over in corners, because it can cling on admirably if you choose to chuck it

around, but it always feels more at home bobbing along at a gentle pace rather than rolling around in fast bends. When we drove the hatch we criticised the way the body control was too loose when the dynamic chassis control (DCC) – standard on L&K – was set to 'Comfort', but then things became too brittle in 'Sport'.

Admittedly the roads around Munich we drove on were mostly pebble smooth, but the problem appears to be sorted in the Estate. Even set to Sport it floats along, smothering every imperfection in the road, the nose bobbing gently over crests. In Comfort there's still too much vertical movement in the suspension, but when cruising around crumbling urban back roads, that setting should come into its own.

The steering is light and direct, without much feel, but toggle up through the various drive modes and you can add some weight to the wheel, which helps to place the car more accurately in



movable torch, and hooks for your shopping bags



## NEED TO KNOW

As in hatch there's a driving mode selector that tweaks the steering, throttle and dampers



corners. The gearshift is also light, but that's no criticism – it slots around the gate with the minimum of effort, while acoustic refinement at higher speeds is easily on a par with the VW Passat, and knocking on the door of the big premium brands.

At one point in our test drive we found a derestricted section of autobahn and cruised for five minutes at 100mph, talking all the while without ever having to raise our voices to be heard.

Under the bonnet the engine line-up is identical to the hatchback – so that means four TSI petrol and three TDI diesel units to pick from, plus a choice of manual or DSG gearboxes and front or four-wheel drive. We drove the 148bhp 2.0 TDI with a six-speed manual – predicted to be the



best-seller in the UK, and it's an ideal choice. With a broader power band than most 2.0 diesel engines and excellent mid-range punch, it's the perfect match. We also tried a more powerful 187bhp 2.0 TDI 4x4 model and while it will grip harder in the wet, on the warm dry roads we tested it on it felt noticeably heavier, but not significantly quicker.

With around 70 per cent of sales expected to be fleet, CO<sub>2</sub> is crucial, and the 148bhp model's figures of 68.9mpg and 109g/km are as good as it gets for a car of this size, and attract a Benefit in Kind rate of 19 per cent. Only the 148bhp 1.4 TSI model – with cylinder deactivation – betters it with BIK of 18 per cent, but you'll be visiting the pumps more often.



Superb is very easy to drive, with light steering and easy gearchanges. It's most comfortable cruising, but has a degree of agility, too

# SUPERB

## AUTO EXPRESS Verdict

THE Superb Estate is a shining example of the company that Skoda has become. It knows precisely what its customers want – loads of space, features to make their life easier, low running costs and a price that undercuts the competition. The fact that it is now great to look at and wonderfully relaxing to drive is the icing on the cake.



# NEW PEUGEOT 208 RE-ENERGISED



**New Peugeot 208 Allure with introductory offer\*:**  
Active City Brake | Satellite Navigation | Reversing Camera

**PureTech**

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the New 208 Range are: Urban 40.4 – 78.5 (7.0 – 3.6), Extra Urban 61.4 – 104.6 (4.6 – 2.7), Combined 52.3 – 94.2 (5.4 – 3.0) and CO<sub>2</sub> 125 – 79 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Glass Roof and Menthol White exterior personalisation pack at £15,940. \*This offer is applicable to retail sales only and not on fleet or business purchases. This offer is in addition to any other consumer offers available at the current time on New 208 Allure models and is available on orders placed 1st June – 30th September 2015. No cash alternative is available. Contact your local Peugeot Dealer to redeem this offer. Prices and information correct at time of going to press. Visit [peugeot.co.uk](http://peugeot.co.uk) for full terms and conditions. Peugeot Motor Company PLC reserve the right to withdraw or amend this offer at any time.

## NEW PEUGEOT 208

MOTION & EMOTION



PEUGEOT

# Volkswagen Touran

**Running costs**  
64.2mpg (official)  
£69 fill-up



**FIRST DRIVE** MPV ups its game significantly



**Rebecca Chaplin**  
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@BelieveBecca

**AE** WHEN a manufacturer says its latest model is 'new', that's not necessarily what you get. But this third-generation Touran – despite its familiar design – is completely new from top to bottom.

It's built around the VW Group's versatile MQB platform, which has allowed VW to create more space inside, without having to make it larger on the outside.

It's been two years since the Touran was last given a revamp, and this latest incarnation has brought it in line with the rest of the VW range. It's got a little bit longer and lost a chunk off the top, while also inheriting the brand's trademark light signature and pronounced body lines. You wouldn't call this look sporty, but it's sharper than its predecessor.

Inside, the Touran has received the same treatment with a more modern look and intuitive infotainment system. The seats are plush and comfy, and lumbar support has been added to the Touran for the first time, which even has a massage function on some models. As well as this, VW has claimed it has crammed 47 storage cubbies into the Touran – although we did struggle to find more than 20 of them.

Even the tallest passengers will find plenty of space to stretch their legs in the back, as every seat in the middle row is large enough for a full-sized adult. The third row is designed for kids, but folding it is quick and easy, too. Flick the catches on the top of the rear seats, and they sink into the floor, leaving a flat load bay.

Even without dropping the middle row, VW claims you could squeeze 917 litres behind the second row of seats. A tug on the loops behind the second row will drop those too, and increase the usable space to 1,857 litres. Even the front passenger seat can fold completely flat, freeing up a 2.7m load area for longer items.

It's available with five different engines – two petrol and three diesel units – and we drove the 1.6-litre TDI with the six-speed manual gearbox, which is expected to be

**"You wouldn't call the new Touran sporty-looking but it's sharper than its predecessor"**



**EQUIPMENT** Discover Media system adds navigation, including VW's Guide & Inform that can tell you live traffic information and find parking spaces nearby



**WHEELS** Our SE-spec test car was fitted with smart 16-inch alloy wheels. Auto braking, air-con and Isofix child seat mounts are also included as standard

## Essentials

### Volkswagen Touran SE 1.6 TDI

<b>Price:</b>	£24,000 (est)
<b>Engine:</b>	1.6-litre 4cyl turbodiesel
<b>Power:</b>	108bhp/250Nm
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	11.0 seconds
<b>Top speed:</b>	116mph
<b>Econ./ CO<sub>2</sub>:</b>	64.2mpg/116g/km

**ON SALE September**

the big seller, returning 64.2mpg and 116g/km of CO<sub>2</sub>. The 108bhp diesel engine produces 250Nm of torque, but it's not quite enough muscle to shift its weight – even if it has shed 62kg over the previous Touran.

It's only really noticeable if you try to overtake slower moving traffic, but on the motorway it's generally smooth and hushed, although there's no getting away from the fact that the 2.0 TDI is more refined. Road and wind noise do become quite loud at high speeds and, compared to BMW's new 2 Series Gran Tourer (tested on Page 48), it feels a little unrefined, particularly as the



### NEED TO KNOW

If you want a sporty driving MPV, Touran can't quite match BMW's 2 Series Gran Tourer





### NEED TO KNOW

The engines in the new Touran are up to 19 per cent more efficient than the previous model's

Otis Clay



Caption to go in space here  
please Caption to go in space  
here please caption here

Cabin is well made and has a quality feel; third row of seats designed for children



**It's simple to fold the second-row seats completely flat, which frees up luggage capacity of 1,857 litres**

Touran is likely to start at around £22,000, or only £2,000 less than the BMW. The steering is precise, gearchanges are slick and the suspension is soft enough to make the ride reasonably comfortable. The driving experience offers little sparkle compared to the BMW or Ford Grand C-MAX, but it steers, brakes and rides more than adequately.

It also feels robust, and everything is finished to a high quality, offering that all-important premium pedigree over the equally spacious and well equipped Grand C-MAX.

Around town, the Touran feels wide, but VW has kitted it out with plenty of driver aids including Park Assist, Side Assist and Rear Traffic Alert. All models get automatic post-collision braking, seven airbags, air-con and roof rails, and there's a host of options available including Cam Connect, which allows parents to keep an eye on those in the back, while electronic voice amplification makes conversation easier.



### **Auto Express** Verdict

VW has upped its game with the Touran and really focused on the needs of large families. New features have made it even more practical, while greater interior space and excellent access make it very usable. Improved engines mean greater efficiency and lower emissions than the previous model, too. It's also now nicer to drive and there's a step up in build quality. Its only problem is tough competition from the likes of the BMW 2 Series Gran Tourer.





**Steve Sutcliffe**  
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**AE** THE car you're looking at, Porsche's new £60,459 Boxster Spyder, could well be the most exciting sports car we've driven this year. Powered by the same sensational 3.8-litre flat-six engine (borrowed from the 911) that you'll find in a Cayman GT4, and boasting the kind of soundtrack and performance that will make grown men go weak at the knees, the Spyder looks absolutely gorgeous in the metal. And on the road, it's nothing short of extraordinary.

Unlike the broad talents of the Boxster GTS, the Spyder isn't a car that will appeal to everyone, and nor is it intended to. Its suspension is both 20mm lower and stiffer than that of a regular Boxster, while there's just one transmission option: a six-speed manual. Plus, the roof must be raised or lowered by using not just your fingers, as per a regular Boxster, but your hands as well. That's because, in the bid to keep the car's weight to a minimum, the hood is manual, so takes a fair bit more effort to raise and lower than in the standard model.

The big pay-off comes, however, on the road. Tipping the scales at just 1,315kg, the Spyder is even lighter than the Cayman GT4. So, although it isn't meant to be quite as track-focused as the coupé, it's the more desirable of the two to drive – on the road



Driving position is as brilliant as ever, while body-coloured trim inserts liven up interior



**"The Spyder looks absolutely gorgeous in the metal. And on the road, it's nothing short of extraordinary"**



at least. The fact that the Spyder has fractionally less weight to carry means it has even more agility than its sibling.

And then there's the additional advantage of being able to lower the hood and enjoy the sunshine, which in turn allows you to listen to the incredible mechanical soundtrack of that 3.8-litre flat-six behind your head a little more readily, too.

The things you notice almost immediately about the Spyder, and that set it apart from the rest of the Boxster family, are its ride quality (surprisingly good beside that of Porsche's other sportier models), the clarity of the response from its steering, the lovely feel underfoot from its brakes and the extra shove that arrives courtesy of having an extra 400cc of engine capacity – and an additional 45bhp compared to the Boxster GTS – beneath your right foot.

The extra torque enables it to pull its long gearing a fair bit more effectively than in the 3.4-litre GTS. Yet at the same time, it sounds and feels more energetic than ever up near the 7,800rpm cut-out. Dynamically, you get the best of both worlds with the Spyder: greater ease of driving and more of a thrill factor at the top end to go with it.

Plus, it's very quick. The 0-62mph sprint is quoted at 4.5 seconds, and its top speed is 180mph. Meanwhile, at the other end of the scale, CO<sub>2</sub> emissions of 230g/km and 28.5mpg fuel economy are both improved over the previous-generation car's figures.

It even has the same decent-size front boot as the regular Boxster, plus a slightly shallower affair at the back into which the remains of the roof get tucked away.

The only issue we have with the Spyder is its poor over-the-shoulder visibility with the roof up. And in the left-hand-drive version that we tested, it was quite some issue – especially when blending in to traffic coming from the right. But then you can solve this problem by dropping the hood, at which point visibility becomes the complete opposite: excellent.

**Spyder's roof stows neatly away in the back of the car; and with the top down, all-round visibility is fantastic**



here please

# Porsche

**FIRST DRIVE** Our verdict

**"Boxster Spyder could well be the most exciting sports car we've driven this year"**



## Essentials

### Porsche Boxster Spyder

<b>Price:</b>	£60,459
<b>Engine:</b>	3.8-litre flat six
<b>Power/torque:</b>	371bhp/420Nm
<b>Transmission:</b>	Six-speed manual, rear-wheel drive
<b>0-62mph:</b>	4.5 seconds
<b>Top speed:</b>	180mph
<b>Economy:</b>	28.5mpg
<b>CO<sub>2</sub>:</b>	230g/km

**ON SALE** Now

# e Boxster Spyder

ct on new ultimate version of thrilling roadster



**ROOF** Just like on its predecessor, the Spyder's fabric roof is opened and closed by hand, although it's released electronically, along with the rear deck, to make it much easier to use than before



**ENGINE** Boxster Spyder uses a larger 3.8-litre flat-six borrowed from the 911 – identical to the Cayman GT4's unit. It delivers 370bhp – that's 45bhp more than the Boxster GTS' power



## Auto Express Verdict

PORSCHE has managed to identify and fill yet another niche in the market that no one previously thought existed. Apart from its poor over-the-shoulder visibility with the hood in place, the Spyder is difficult to fault – and very, very easy to like. It's a very clever car from an increasingly clever company which knows better than anyone how to wring the most from each of its model lines.



# Hyundai Tucson

## Performance

0-62mph/top speed  
9.1 seconds/112mph



## Running costs

37.7mpg (official)  
£65 fill-up



**FIRST DRIVE** Qashqai rival looks great and is practical, but is hugely expensive in top-spec trim



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**AE** FOLLOWING a brief drive in a pre-production Hyundai Tucson in Issue 1,376, we've now driven the finished article. The replacement for the ix35 is all-new, and we tried the 1.6-litre T-GDI turbo petrol model.

If Hyundai wants to steal customers from the Nissan Qashqai, the Tucson not only has to appeal to cost-conscious buyers but the tech-savvy and those who prioritise image over emissions, too.

In terms of style, this car has nothing to worry about. Sharp, angular panels, a piercing front grille and swept-back profile give it a level of desirability the ix35 lacked.

It's the same story inside, too. The clean and clutter-free dash and centre console are a big step forward, while immediate contact points such as the steering wheel and gearlever are finished in soft leather, adding to a greater sense of perceived quality.

Passengers won't be complaining about a lack of space, either, as the wider body of the Tucson can easily accommodate three adults in the rear. A handy split-level 505-litre boot is a bonus and one of the biggest in its class. It's also brimming with kit, with every model coming as standard with alloy wheels, air-con and Bluetooth. Move up to a top-spec Premium SE model like our test car and Hyundai will throw in an electric tailgate, panoramic

sunroof and full leather trim. But pair this trim with the new 174bhp 1.6-litre turbo petrol, which drives all four wheels through a new seven-speed dual clutch gearbox, and the Tucson doesn't come cheap: it's £30,345.

It's unlikely to be a big seller, but it's an effortlessly smooth powertrain. However, it's short on torque at only 260Nm, so executing any overtaking manoeuvres can make it feel a little breathless in the mid-range.

Changes from the seven-speed auto could come a little quicker and slightly sooner, but overall it scores top marks for refinement. You're well cocooned from the elements outside and the muted hum from the engine at speed means covering long distances will be no chore. It doesn't set any new standards in terms of engagement, but the Tucson manages its weight and size with impressive body control, despite the supple ride. We just wish there was some more feel from the steering, which is too light and inconsistent.

Such a powertrain combination is rare in a crossover, with direct opposition coming only from the MINI Countryman and Ford Kuga. Neither can match the Tucson for practicality or kit, but factor in the £6,000 and £5,000 price savings respectively, and a little less boot space seems like a deal too good to turn down. Dropping a trim level will soften the blow by £1,950, but it's still a lot of money to ask.



## NEED TO KNOW

Hyundai has shifted 130,000 SUVs in the UK since it launched the Santa Fe back in 2001



**Essentials****Hyundai Tucson  
1.6 T-GDI**

<b>Price:</b>	£30,345
<b>Engine:</b>	1.6-litre 4cyl turbo
<b>Power:</b>	174bhp
<b>Transmission:</b>	Seven-speed auto, four-wheel drive
<b>0-62mph:</b>	9.1 seconds
<b>Top speed:</b>	112mph
<b>Economy:</b>	37.7mpg
<b>CO<sub>2</sub>:</b>	175g/km

**ON SALE September**

**EQUIPMENT** Top-spec Premium SE comes with leather, an electric tailgate and a panoramic roof. Every Tucson features alloy wheels, air-con and Bluetooth as standard



**PRACTICALITY** The Tucson is longer and wider than the ix35 and therefore a lot more spacious. The 505-litre boot swells to 1,503 litres when the rear seats are folded flat

**Auto Express Verdict**

HYUNDAI has catered for almost every buyer in this class with the Tucson. It's a spacious and stylish crossover which comes bursting with kit, and when paired with the right engine offers good value for money. However, this new top-spec four-wheel-drive 1.6-litre turbo isn't the model we'd go for and its massively inflated price tag means that it loses a star. Stick with the diesel and keep the spec sensible and you'll be on to a winner.

**Smart For Two Auto****FIRST DRIVE** New auto box is a big leap forward from flawed predecessor**NEED TO KNOW**

New six-speed twin-clutch gearbox is a welcome addition to the ForTwo, but it will set you back £995



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**AE** IF you were one of the 100,000 UK buyers who shelled out on a first or second-generation Smart ForTwo, putting up with the sluggish automated manual gearbox was one of the sacrifices you had to make. Lethargic and speed-sapping, the old five-speed auto was one of the dinky car's biggest foibles, but Smart now has the solution in the shape of a new twin-clutch transmission for the all-new model.

And at £995, it's reasonable value – especially considering that the car will spend the majority of its time battling city congestion and contending with stop-start traffic.

You can specify the new six-speed auto with either of the Smart's engine options, but we drove the punchier 0.9-litre three-cylinder turbo. You only need to spend a few minutes behind the wheel to notice that the old nodding-dog effect gearchange has been eradicated. Shifts are sharp, well judged and arguably better executed than you could manage yourself with the manual.

Downchanges aren't delivered with the silky smoothness we've come to expect from a twin-clutch box, and the gearlever itself looks and feels cheap – like something Smart has dug out of Mercedes' parts bin from the nineties. Steering wheel-mounted

paddles add an extra level of engagement, but they're part of an optional sports pack, which also brings 16-inch alloys, a chrome exhaust and a 10mm drop in ride height.

Still, this transmission provides a greater sense of maturity, plus the combination of tiny proportions, light steering and a tight turning circle means you can enjoy what would usually be an arduous battle through city centre congestion.

However, out of its city comfort zone, the ForTwo's wheezy nature becomes apparent despite the more powerful turbo engine. Power tends to arrive in one big serving low down in the rev range, yet the swift changes from the new gearbox do mean you can flick up and down the ratios quicker and easier, allowing you to maintain greater momentum.

And don't be fooled by its size. There may only be room for two, but a 350-litre boot and handy cubbies dotted around the cabin make the car more practical than it looks.

**Essentials****Smart ForTwo Auto**

<b>Price:</b>	£14,250
<b>Engine:</b>	0.9-litre 3cyl turbo
<b>Power:</b>	89bhp
<b>Transmission:</b>	Six-speed twin-clutch auto, front-wheel drive
<b>0-62mph:</b>	10.4 seconds
<b>Top speed:</b>	96mph
<b>Economy:</b>	68.9mpg
<b>CO<sub>2</sub>:</b>	96g/km

**ON SALE Now**

**GEARBOX** Six-speed twin-clutch box is a huge improvement over old robotised manual, with much quicker shifts, but gearlever looks cheap



**PRACTICALITY** A split tailgate serves up 350 litres of space, plus there's a hidden storage compartment in the lower section of the bootlid

**Auto Express Verdict**

THE auto gearbox may add further cost to an already pricey little car, but if you're going to be using the ForTwo where Smart intended, it's definitely worth stumping up the extra cash. It's easier to live with, more engaging and far more pleasant than before. The car isn't without its flaws, but it's now more polished than ever.





# Subaru Levorg

**FIRST DRIVE** Verdict as rugged new estate hits the road with 1.6-litre turbo power

## Performance

0-62mph/top speed  
8.9 seconds/130mph



## Running costs

39.7mpg (official)  
£70 fill-up



**AE** Nick Maher

ACCORDING to Subaru, the new Levorg will compete with the Volvo V60 and Mazda 6 Tourer. Interesting rivals, as neither is technically a match for the Subaru, which is only available with symmetrical four-wheel drive and a boxer engine under the bonnet.

In the Levorg, this engine is an all-new 1.6-litre direct-injection petrol turbo, which delivers 167bhp and 250Nm of torque. That power output is just shy of Subaru's own naturally aspirated 2.5-litre petrol, while the torque figure is actually greater.

Driving all four wheels via the brand's Lineartronic CVT automatic gearbox, it'll take the car from 0-62mph in 8.9 seconds, although Subaru is less focused on the Levorg's performance, and concentrating instead on its agility. It has used the BRZ sports car as a marker, as well as models like Audi's S3. This is all to the benefit of safety, with the company citing agility as crucial in its cars' make-up.

And this isn't all just hot air, either. The Levorg's resistance to roll is very impressive and the body control tidy, and this doesn't seem to have come at the expense of ride comfort – so far as we could judge on a smooth test track.

The steering is weighty, but accurate, although the wheel doesn't deliver any real feel, plus the Levorg pushes into predictable understeer if you're a little bit ambitious entering a corner. It's all

very surefooted, there's plenty of grip, and traction is equally impressive. Yet the car achieves all this without the playfulness of Subarus of old.

Rear seat passengers have plenty of head and legroom, while the boot opening is usefully wide and the load bay itself offers as much as 1,446 litres of space when you drop the rear seatbacks down, with the simple push of a button.

Up front, a neat instrument binnacle faces the driver, while the centre console houses a touchscreen infotainment system that's leagues ahead of what Subaru used to offer. Build quality is as exemplary as ever, but now it's backed up by high-quality finishes and some tactile materials. Add in plenty of standard equipment, and the Levorg makes a decent case for itself.

There's a but, though, and it centres on the drivetrain. The new engine is smooth, but if anything it's too quiet – Subaru's characteristic four-cylinder boxer beat has all but gone. It performs admirably, with useful low-rev torque making it effortless.

We just wish it was hooked up to a better transmission, because the Lineartronic CVT automatic lets the side down – regardless of setting, or whether you choose to take over via the paddles. It's noisy, slow to react and intrusive at high revs. Factor in emissions and economy that are only average against rivals at best, and the Levorg is certain to remain a bit-part player.



## NEED TO KNOW

When it arrives in the UK, Levorg will be known as the Levorg GT – positioning it at the sportier end of the market

## Essentials

### Subaru Levorg GT-S

<b>Price:</b>	£25,000 (est)
<b>Engine:</b>	1.6-litre 4cyl turbo
<b>Power/torque:</b>	167bhp/250Nm
<b>Transmission:</b>	Seven-speed CVT auto, four-wheel drive
<b>0-62mph:</b>	8.9 seconds
<b>Top speed:</b>	130mph
<b>Economy:</b>	39.7mpg
<b>CO<sub>2</sub>:</b>	164g/km

**ON SALE September**



**GEARBOX** Only gearbox option is Subaru's six-speed Lineartronic CVT, which is a shame, as it's slow-witted and noisy, undoing much of the good work of the smooth and quiet engine



**PRACTICALITY** Boot is a good size, with a flat floor, although the wheelarches intrude. Fold the rear seats and there's 1,446 litres of space – just a few litres shy of a BMW 3 Series Touring



## Verdict

THE Levorg is destined to exist at the very fringes of the market, for loyal Subaru buyers – people looking to replace their Legacys, for example – as well as those needing its much-vaunted four-wheel drive. And we can't help feeling that this is a missed opportunity for the brand, because with a better gearbox than the flawed CVT, or a diesel model of any sort, this new car would be a far, far more viable proposition here in the UK.



**NEED TO KNOW**  
STi will first launch its parts catalogue in the UK, then complete cars like the BRZ tS could appear here within the next 18 months



# Subaru BRZ tS

**FIRST DRIVE** Tuned coupé shows handling potential

**AE Peter Lyon**  
SADLY, this isn't the more powerful Subaru BRZ we've all been waiting for, but it's a step in the right direction. The brand's motorsport division and customising arm, Subaru Tecnica International (STi) has developed this limited-edition BRZ tS, and all the parts will ultimately be offered in the UK.

Benefiting from suspension parts and chassis upgrades using feedback from the company's race development programme, it's a more focused car, but there's no power boost over the standard 197bhp BRZ. The coupé was developed to show what STi can do to enhance handling, not performance.

On the outside, everything with the tS is subtle. It doesn't look all that different from the standard car, apart from larger wheels, bespoke lip spoiler and twin sports exhausts. STi has also added red accents around the front airdam and rear diffuser, as well as tS badging on the bootlid.

A quick glance under the bonnet and you'll find a new "flexible V-bar set-up". Comprising two braces in an inverted V-shape attached between the tower struts and bulkhead, the tweaks work to improve front-end rigidity and steering response. The V-bar, stiffeners and Bilstein dampers absorb minor road imperfections while reducing body roll and allowing all four tyres to maintain more contact with

the tarmac. The larger 18-inch Michelin tyres are wider and grippier than a stock BRZ's 17s. Four-piston Brembo brakes cut braking distances and enhance confidence.

These changes allow you to brake later and enter a corner faster with less understeer than in the standard BRZ. The tS feels even more adjustable, and permits easier mid-corner corrections without feeling too unruly.

Interestingly, STi has fitted larger exhaust pipes which generate a beefier soundtrack, and if you're a fan of the WRX STi's interior then you'll like the BRZ tS's cabin. It gets new full Recaro bucket seats in two-tone red and black, special STi gauges and leather steering wheels and gearshifter with cherry red stitching, and is an aesthetic step above the standard BRZ.

Only 300 examples of the BRZ tS are being produced for now, for the Japanese market only, and prices start at 3.99 million yen (around £20,700) for the six-speed manual and 4.07 million yen (£21,150) for the six-speed automatic version.



## Essentials

### Subaru BRZ tS

<b>Price:</b>	N/A
<b>Engine:</b>	2.0-litre 4cyl boxer
<b>Power/torque:</b>	197bhp/205Nm
<b>Transmission:</b>	Six-speed manual, rear-wheel drive
<b>0-60mph:</b>	7.6 seconds
<b>Top speed:</b>	140mph
<b>Economy:</b>	36.2mpg
<b>CO<sub>2</sub>:</b>	181g/km

**ON SALE 2016**



**EQUIPMENT** Deep Recaro bucket seats enhance the interior, while tS also gets larger exhaust pipes, which help to beef up the engine note



## Verdict

IT'S a shame Subaru doesn't have any plans to offer the tS upgrades on UK BRZs for another 18 months or so, because they do a good job of adding further appeal to the two-door coupé. Although it doesn't get any more power, the chassis and suspension tweaks work a treat, and prove that the BRZ's brilliant chassis has so much more to give.





## Volkswagen Caravelle

**FIRST DRIVE** Van-based MPV offers masses of space

Dan Gilkes

**AE** VW's new Transporter isn't just a commercial vehicle, as the Caravelle MPV, Shuttle minibus and California camper are all versions that are based on moving people rather than cargo.

Prices for the MPV-style Caravelle start at just over £30,000, so it's not cheap, but with more powerful engines, the option of a DSG transmission and even four-wheel drive if required, it has a wider appeal than you might think.

Depending on specification, the Caravelle has one or two rotating seats in the second row, allowing passengers to turn and face the rear. Each individual perch has Isofix retainers for child seats. All of the seats behind the driver can be moved or removed, to offer up to 3,500 litres of load volume in the short-wheelbase models and up to 4,400 litres in the long-wheelbase one.

The seats are comfortable whichever row you select, and there is air-conditioning throughout through roof vents in Executive trim and above. Access to all seats is easy, thanks to power-latching sliding doors on both sides.

Both Caravelle models are easy to drive, with their high seating position delivering a panoramic view of the road ahead. They have light yet direct steering, and the suspension copes with the size of the vehicles well.

We tried the 148bhp 2.0 TDI engine with a six-speed manual gearbox, and it delivered excellent acceleration and easy cruising on the motorway. We'd go for the 201bhp engine with the DSG box, though, as that offers whisper-quiet progress and enough power to cope with occupants in every seat, plus luggage.

The majority of customers who currently own the old 178bhp model are expected to make the move up to the 201bhp motor when they renew. However, cost-savvy business users will probably take the opportunity to drop to the more frugal and lower cost 148bhp engine, which provides more than enough power.



### VW Caravelle 2.0 TDI

<b>Price:</b>	£36,165
<b>Engine:</b>	2.0-litre 4cyl diesel
<b>Power:</b>	201bhp
<b>Torque:</b>	350Nm
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-60mph:</b>	9.8 seconds
<b>Top speed:</b>	126mph
<b>Economy:</b>	45mpg (est)
<b>CO<sub>2</sub>:</b>	165g/km (est)

**ON SALE Now**

### NEED TO KNOW

UK customers can choose from SE, Executive and Business trim levels, and VW has confirmed that it will bring a retro two-tone special-edition Caravelle to the UK

### Verdict

**VOLSKWAGEN** has delivered another class act with the new sixth-generation Transporter, and the Caravelle people carrier version is a great alternative to traditional MPVs, if space is your primary concern. Next to the old version it adds more comfort, quality and refinement. It's easy to drive and cleverly packaged, and depending on spec is a luxurious way to travel – just be prepared to pay for it.



## Coming soon



### RENAULT MEGANE 2016

New engines, tech and platform will underpin the fourth-generation Mégane when it arrives next year.

Automedica

#### SUPERMINIS

Fiat 500	2016
Ford Ka	late 2015
Ford Fiesta	2017
Honda Jazz	summer
Renault Twingo GT	late 2015
Renault ZOE update	late 2015
Renault 5	late 2015
SEAT Ibiza	2016
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017

#### FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	late 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Honda FCEV	mid 2015
Infiniti Q30	late 2015
Kia Optima facelift	late 2015
Jaguar XE Sportbrake	2016
MG5	2020
MINI Clubman	mid 2015
MINI Countryman	early 2016
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2016
Renault Mégane	mid 2016
Skoda Superb Estate	September
Subaru Levorg	late 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf CC	2016
VW Passat Alltrack	summer

#### SPORTS CARS

Alfa 4C Stradale	late 2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	autumn
Audi TT RS	2016
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	late 2015
Caterham sports car	2016
Ford GT	2016
Ford Focus RS	2016
Honda CR-Z	2017
Honda NSX	late 2015
Honda NSX Type R	2017
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán Superleggera	2016
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Lotus Evora 400	summer
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren 570S	late 2015
McLaren 540 C	2016
Mercedes C 450 AMG Sport	2016
MG TF replacement	2020
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	late 2015
Porsche Boxster Spyder	late 2015
Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajun	2018
Renault Alpine	2017
Toyota FT-1 (Supra)	2017
VW Golf R400	2016
TVR sports car	2017
VW Golf GTI Clubsport	2016
VW Scirocco GTS	2016

#### SUVs

Alfa Romeo SUV	2017
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	summer
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X1	October
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	autumn
Honda HR-V	summer
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Jaguar 'Baby' F-Pace	2018
Lamborghini Urus	2018
Land Rover Defender	2018
Lexus RX	late 2015
Maserati Levante	2016
Mercedes AMG GT four-door	2017
Mercedes GLC Coupé	early 2016
Mercedes GLE Coupé	mid 2015
Mercedes GLS	mid 2015
Mercedes GLS	mid 2015
MG GS	2016
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	late 2015
Porsche Macan GTS	late 2015
Porsche Panamera	2016
Qoros 2 SUV	2016
Qoros 3 City SUV	2016
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
Rolls-Royce SUV	late 2016
SEAT SUV	2016
Skoda Yeti+2	2016
Suzuki iM-4	2018
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	2017

#### PEOPLE MOVERS

Ford C-MAX facelift	summer
Ford Grand C-MAX facelift	summer
Ford S-MAX	summer
Mercedes R-Class	2016
VW Touran	November
VW Transporter	late 2015

#### CABRIOLETS

Audi R8 Spyder	2016
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	late 2015
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	summer
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	late 2015

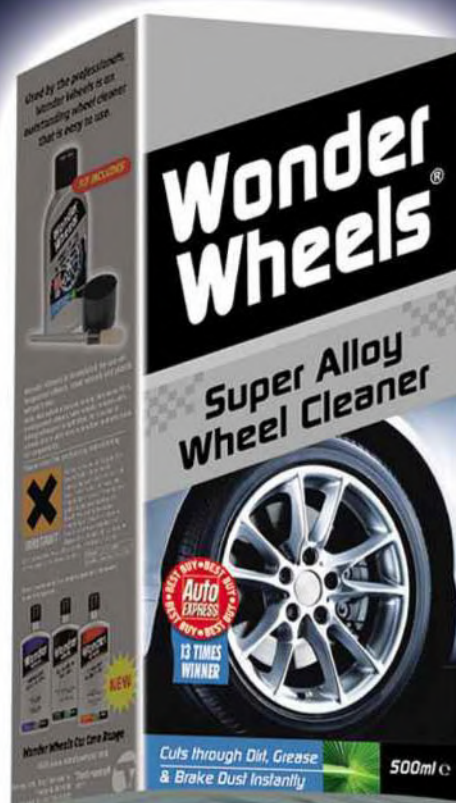
#### LUXURY CARS

Audi A8	2017
BMW 5-Series	2016
BMW 7 Series	late 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes E-Class	2016
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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# Ready for take-off

Ford is aiming high with its new S-MAX  
it see off MPV rivals from BMW and

**TE** SALES of MPVs have taken a hit in recent years, as buyers turn their attention to upmarket SUVs and fashionable crossovers. However, makers haven't given up on people carriers, and for many owners these cars provide unrivalled space and practicality.

Latest to join the fray is the all-new Ford S-MAX. It aims to build on the success of the trend-setting original, which brought new levels of driving fun, sophistication and upmarket desirability to the

seven-seat MPV sector when it launched in 2006. The second generation is bigger and better equipped, yet Ford claims it's lost none of its huge driver appeal.

The S-MAX isn't the only sharp-handling seven-seater, however, as BMW has just released its 2 Series Gran Tourer. Based on the already successful 2 Series Active Tourer, the GT is only the brand's second front-wheel-drive model – although we test it here in xDrive four-wheel-drive guise. Composed handling, top-notch

quality and a classy interior are guaranteed, but can the BMW add family friendly versatility to the mix?

Setting the standard for the new arrivals is the Citroen Grand C4 Picasso. Fresh from being crowned Best MPV for the second year in a row at the Auto Express New Car Awards 2015, the adventurously styled Citroen leads the way for comfort, cutting-edge design, space and practicality. Which of these roomy contenders will carry off the winner's trophy?



## 66 LIVING WITH A... VAUXHALL CORSA

Our 1.0 turbo supermini is proving a surprising long-distance star.



## 68 LIVING WITH A... FORD MONDEO

How did our big family car fare on a marathon trip to Scotland?



### BMW 220d Gran Tourer xDrive Sport auto

**Price:** £32,540 **Engine:** 2.0-litre 4cyl turbodiesel, 187bhp **0-60mph:** 7.6 seconds

**Test economy:** 47.7mpg/10.5mpl **CO<sub>2</sub>:** 128g/km **Annual road tax:** £110

### Citroen Grand C4 Picasso 2.0 BlueHDi Exclusive+

**Price:** £27,110 **Engine:** 2.0-litre 4cyl turbodiesel, 148bhp **0-60mph:** 9.8 seconds

**Test economy:** 45.5mpg/10.0mpl **CO<sub>2</sub>:** 105g/km **Annual road tax:** £20

### Ford S-MAX 2.0 TDCi Titanium X

**Price:** £30,645 **Engine:** 2.0-litre 4cyl turbodiesel, 178bhp **0-60mph:** 9.2 seconds

**Test economy:** 45.4mpg/10.0mpl **CO<sub>2</sub>:** 129g/km **Annual road tax:** £110

AX. Can  
Citroen?

Pictures: Pete Gibson Location: Bruntingthorpe Proving Ground, Leics



**MODEL TESTED:** Ford S-MAX 2.0 TDCi Titanium X  
**PRICE:** £30,645 **ENGINE:** 2.0-litre 4cyl turbodiesel, 178bhp

**AE** THE second-generation Ford S-MAX has landed in the UK, and it has the same range of styling, engine and interior revisions as the new Mondeo, launched earlier this year. So power comes from 1.5 or 2.0-litre turbo petrol engines, or a 2.0 TDCi diesel with a choice of two outputs. There's the option of manual or auto boxes across the range, plus four-wheel drive is introduced. Here we test the high-spec Titanium with the upgraded 'X' pack and more powerful 178bhp diesel, which starts from £30,645.

## Styling 4.0/5

IT'S clear that Ford thinks it's struck gold with its latest nose design, as the big grille and slender headlights of the new S-MAX are largely identical to the front end of the Mondeo, facelifted Focus and higher-spec versions of the Fiesta.

It certainly gives the S-MAX a smart, upmarket look, with thin chrome bars framed by even more chrome trim, while the headlights add a dash of style, too. Our car featured the £1,000 adaptive LED option, bringing smart daytime running lights that turn into strobing indicators when you signal.

In pictures, the new S-MAX appears similar to its predecessor, but in the flesh, it definitely has a sportier look. Overall, it's longer and wider than its rivals here, yet it hides its bulk well. There are sharp creases down the flanks, and the curved roof line adds a sporty touch not seen on any other MPV. The old car's big wheelarch blisters are ditched in favour of more subtle flared arches, while the rakish rear end has a smarter, sportier look than its predecessor.

Climb aboard, and you're greeted by a spacious cabin with a dashboard and touchscreen system lifted straight from the latest Mondeo. That means you get high-resolution TFT displays set into the dials, and a user-friendly touchscreen infotainment system, while the multifunction steering wheel seems to have more buttons on it than the dash.

Thankfully, build quality seems stronger in the S-MAX than in the Mondeos we've tried, with better use of soft-touch plastics and some stylish silver trim and a piano black finish on the centre console. While the layout looks more attractive, the shallow angle of the dashboard means you have to reach a bit for the touchscreen, plus the display seems to pick up fingerprints easily (just like our Mondeo; see Page 68).

Overall, though, the S-MAX feels well built, with a decent finish throughout, while this Titanium X model's leather and suede-finished seats add an upmarket touch. That said, the circular air vents set into the roof and boot sides have an aftermarket look.

## Driving 3.8/5

FORD has a reputation for building sharp-handling cars, but the latest Mondeo has failed to deliver on that promise. The S-MAX uses the same platform, so we weren't expecting much from it, and it's clear that the new model is designed with comfort in mind rather than driving involvement.

The suspension is well damped and does a good job of isolating lumps and bumps in the road, while wind and road noise are virtually non-existent at all speeds. That means the S-MAX is extremely refined and comfortable, and is a great long-distance cruiser. However, the payoff is that it's not very involving to drive. There's strong grip, but the steering is rather lifeless, which takes the edge off any driving fun, while body roll is pronounced in bends. Our car featured

### Testers' notes

"The new S-MAX has followed the latest Mondeo by offering great comfort at the expense of neat handling. It feels heavy on the road, and while it's not exactly slow, we were surprised how small the gap was between the Ford and the less powerful Picasso. Still, the S-MAX makes up for this sluggishness with a very comfortable ride, and the lack of noise – especially at motorway speeds – is quite impressive."



James Disdale Road test editor

adaptive dampers with Sport, Normal and Comfort settings, but even in the firmer Sport mode there's no hiding the S-MAX's weight and large dimensions.

However, this car is designed to ferry passengers rather than take on B-roads, so it's easier to forgive this softer character, and the comfort is the car's saving grace. It's a shame, though, because that means the S-MAX has moved closer to the larger Galaxy in its character, blurring the lines between the two models more than ever.

While the 2.0-litre TDCi is 30bhp up on the 2.0-litre diesel in the Citroen, the S-MAX struggled to pull out a clear gap over its rival at the test track. We managed 0-60mph in 9.2 seconds, but that was only just over half a second faster, while in-gear acceleration was equally matched between the two. Part of the blame can be put on the Ford's hefty kerbweight – it's over 130kg heavier than the Citroen – which blunts the car's performance.

## Ownership 3.6/5

THE S-MAX is based on the Mondeo platform and built in the same factory in Valencia, Spain. Both cars will have benefited from a long development period and early production of the US-built Fusion, which is essentially the same car, so they should be reliable.

In terms of safety, the S-MAX has yet to be tested by Euro NCAP, but again, it shares much of its tech with the five-star-rated Mondeo, so it should perform well in an accident. As with its sister model, the most advanced safety features are optional. Active City stop is a £400 extra, while adaptive cruise control costs £900 – although conventional cruise with a speed limiter is standard on Titanium cars. Blind spot monitoring is £400, while park assist (which can be used for parallel and bay parking) is £150.

## Running costs 3.7/5

OUR Titanium X test model costs £30,645 with 2.0 TDCi 180 power, but that's £3,500 more than the Citroen, and you don't get much in the way of extra kit. Indeed, panoramic glass and a power tailgate are options; they're standard on the C4 Picasso.

Emissions of 129g/km mean company drivers earning at the higher rate will pay nearly £800 more a year to run the Ford than those choosing the Citroen, and road tax matches the 4WD BMW's, at £110.

Residuals of 42 per cent are slightly ahead of the Picasso's, but a higher list price means you'll lose over £1,500 more in value by going for the S-MAX. And while Ford's £390 servicing package fixes your costs for two years, it's not as competitive as either rival's.



# Ford S-MAX





## Driver appeal

FORD has toned down driving fun in S-MAX in exchange for more comfort, but most buyers won't mind this. Boot is vast with all seats flat

# MAX



**CO<sub>2</sub>/tax**  
129g/km  
£110 or 23%



**Practicality**  
Boot (7/5/2 seats)  
285/965/2,020 litres\*  
(loaded to roof)



**Performance**  
0-60/30-70mph  
9.2/8.5 seconds



**Braking**  
70-0/60-0/30-0mph  
45.6/31.9/8.9m



**Running costs**  
45.4mpg (on test)  
£84 fill-up



## Interior

S-MAX feels solid, but you have to stretch a bit for the touchscreen. Titanium X gets leather and suede seats, yet room in rearmost row is tight

## Practicality 4.7/5

THE 700-litre (965 to the roof) capacity in five-seat mode can be boosted to 2,020 litres by folding the second row seats flat – using buttons inside the boot. Yet you're left with a big gap between the middle row and boot floor; the Picasso has panels to cover these.

Our car featured £400 keyless opening, where you sweep your foot under the bumper and watch the tailgate open. This works well, if slowly, so it can be hard to tell if you've waved your foot in the right place.

Passenger space is excellent in the first two rows, yet legroom in row three is tighter than in the Picasso. Still, there's a big glovebox, a decent armrest cubby and deep door bins. The back row gets climate control, but integrated door blinds are part of a £400 option pack.

## Testers' notes

"The Ford's seat folding mechanisms feel robust, and work cleverly. They slide and recline easily enough, and when you fold the back seats, the squabs drop at the same time so you're left with a flat floor."



**Dean Gibson** Deputy road test ed.

**MODEL TESTED:** BMW 220d Gran Tourer xDrive Sport auto**PRICE:** £32,540 **ENGINE:** 2.0-litre 4cyl turbodiesel, 187bhp

**AE** THE 2 Series Gran Tourer is BMW's second front-wheel-drive model, and is a seven-seat version of the Active Tourer launched last year. It's 214mm longer than the Active Tourer to make space for the third row of seats in the boot.

Prices start from £24,710, while the flagship 220d only comes with an eight-speed auto gearbox, plus a choice of two or four-wheel drive. Here we test the xDrive-equipped Sport model, although the car in our pictures is a top-spec M Sport version.

## Styling 2.8/5

AS with its German rivals, BMW has a design look familiar to all of its models. From the i3 electric car all the way up to the 7 Series limo, every one of its cars gets a distinctive grille design, neat daytime running lights and taut bodywork. However, these design cues look a little out of place on a two-box MPV body.

The 2 Series Active Tourer didn't set the world on fire with its looks, while the Gran Tourer appears awkward in comparison. Some of that is down to its longer rear overhang, but the car's lines don't flow as smoothly as its rivals here. The stumpy bonnet rises abruptly to the base of the windscreen, while narrower dimensions mean the newcomer looks quite upright.

Further back, the crease just below the window line runs the full length of the car, although the rear quarters are van like when compared to the other models in this test. It's worth noting that the Sport version is offered in white, silver or a number of dark metallic finishes, while the bright Estoril Blue of our test car is exclusive to M Sport models.

The Gran Tourer improves markedly once you're behind the wheel. You get a hi-res sat-nav screen as standard, while build quality is first-rate and the layout is easy to get along with once you're used to BMW's minimalist button labelling. The steering wheel feels chunky and sporty in your hands, and the iDrive controller makes it easy to navigate through the assorted functions on the dashtop screen.

Elsewhere, all models get an electrically operated tailgate, and as with the S-MAX there are buttons in the boot to fold the back seats. The mechanisms themselves feel robust, but the two seatback trays seem a little flimsy. Each one is mounted in a grooved spine in the middle of the front seatback, and they're easily moved from left to right, although the runners feel like they could easily break if they're pushed or pulled too far.

## Driving 4.1/5

FROM the outside, the first thing that strikes you about the 220d is how noisy its 2.0-litre diesel is. Our noise meter confirmed this with a reading 5dB higher than for the Citroen, but from behind the wheel, the BMW is remarkably hushed. There's plenty of sound deadening to eliminate engine noise, and the Gran Tourer was as quiet as the C4 Picasso at 70mph, although the Ford was quieter still.

The 2.0-litre diesel had a clear power advantage over its rivals here, with 187bhp on tap. Add that to a close-ratio eight-speed gearbox and grippy four-wheel drive, and it's no surprise that the Gran Tourer was the fastest car in our performance tests.

At the track we managed 0-60mph in only 7.6 seconds, which was a healthy 2.2 seconds faster than the Citroen and 1.6 seconds up on the Ford. Acceleration through the gears was equally fast, thanks in part to the rapid shifts

### Testers' notes

"Ford and Citroen could learn a thing or two about some of the BMW's neat practical solutions. For example, the load cover sits in a handy slot under the boot floor when you're using the rearmost row, and the 40:20:40 split folding is a clever touch. But the car is simply too small to be a useful everyday seven seater. The rearmost seats are only big enough for children, and even they would feel cramped after a while."



**James Disdale** Road test editor

of the automatic box, while the short ratios helped to keep the engine in its power band.

Less impressive was the BMW's braking performance, as it took the longest to stop from 70mph and 60mph, and was only marginally better than the Citroen to come to a halt from 30mph.

Where the Gran Tourer excels is on twisting roads, because even though it's a four-wheel-drive model based on a front-drive platform, BMW's talents for building an engaging driver's car remain intact.

There's lots of grip, while sharp steering and a lightweight chassis meant the 2 Series felt far more nimble than the S-MAX, and the BMW was a lot of fun to throw around. The only time you know that there's a four-wheel-drive transmission beneath you is either when you push the limits of performance, or when you're taking tight corners, which induces a bit of drivetrain shunt from the inside wheels.

The payoff for this engaging handling comes in the form of a firm ride, but it's not that uncomfortable, and the optional adaptive dampers mean it's easy to tune the suspension to suit your mood.

## Ownership 3.7/5

THE Gran Tourer is based on BMW's latest front-drive architecture, which has also underpinned the Active Tourer and the MINI. Producing a front-wheel-drive car is a major departure for the company, so the platform will have been rigorously tested to ensure its reliability. Power comes from tried and tested engines, while the cabin features plenty of technology seen on other BMW models.

The Gran Tourer hasn't been assessed by Euro NCAP, but it's identical to the Active Tourer under the skin, so that car's five-star rating will apply here. Its percentage scores trail the Citroen's, though.

## Running costs 3.8/5

AT £32,540, the 220d Gran Tourer Sport is a hefty £5,430 more expensive than the C4 Picasso. Standard kit is on a par with its rivals here, which is a little disappointing considering the price difference. It's clear that this Sport model is a more basic trim level than the flagship S-MAX Titanium X and C4 Picasso Exclusive+, as the high-quality cabin has a more spartan feel, although plenty of options are on offer.

While the initial outlay is steep, the Gran Tourer should cost less to run: we returned 47.7mpg fuel economy on test, plus BMW's service package is great value. Company users aren't much worse off running a Gran Tourer, either, with Benefit in Kind tax costs only marginally higher than for the Ford.



# BMW 220d





## On the road

LOOKS won't suit all, but BMW has made Gran Tourer fun to drive, even though it's a 4WD car in front-drive platform. Boot is smallest on test

# Gran Tourer



**CO<sub>2</sub>/tax**  
128g/km  
£110 or 23%



**Practicality**  
Boot (7/5/2 seats)  
N/A/560/1,820 litres



**Performance**  
0-60/30-70mph  
7.6/7.4 seconds



**Braking**  
70-0/60-0/30-0mph  
50.6/37.2/9.0m



**Running costs**  
47.7mpg (on test)  
£74 fill-up



## Interior

LARGE hi-res screen is standard, and includes sat-nav, while quality is superb. But Gran Tourer trails rivals' space in middle and rearmost rows

## Practicality 3.6/5

THE extended body isn't long enough to make the Gran Tourer viable as an everyday seven-seater. The back seats are only really designed for children, because access is tight and the seats are cramped.

Things are better in the middle row, although the middle chair is narrower than the other two, and you can slide the seats back and forth to free up more boot space or legroom. But there are only two Isofix points – the Citroen and Ford get three.

The boot is smaller than either rival's, at 645 litres. That's still a reasonable amount of room, and the seats fold flat in a 40:20:40 split via buttons in the boot.

Space up front is good, and there's some decent storage, but the thick A-pillars cause large blind spots.

## Testers' notes

"It's hard to see where the Gran Tourer fits in the market. It's not the biggest seven-seat MPV, while the steep price means it's fighting a losing battle in this test. People will only be buying it for the BMW badge on the nose."



**Dean Gibson** Deputy road test ed.

**MODEL TESTED:** Citroen Grand C4 Picasso 2.0 BlueHDi (150) Exclusive+  
**PRICE:** £27,110 **ENGINE:** 2.0-litre 4cyl turbodiesel, 148bhp

**AE** FRESH from its victory in the MPV category at our New Car Awards, the Citroen Grand C4 Picasso has to face its sternest challenge yet against two new seven-seaters. We've lined up the top-spec £27,110 BlueHDi Exclusive+ model to fly the flag here.

## Styling 4.2/5

SOME people carriers are dowdy and dull, but the Grand C4 Picasso is anything but, as it blends space with stand-out styling. At the front, the low-line headlamps are incorporated into Citroen's double chevron front grille, which runs the width of the car. This means the C4 has a minimalist yet smart appearance, helped by the wide-set second pair of light clusters and foglights lower down the bumper.

Citroen's designers have managed to keep the car's side profile visually appealing – there's masses of metal, but also enough glass to balance it out, so the overall shape doesn't look awkward. The doors feature some gently sculpted surfaces, while the large, matt-grey roof rails that run from the base of the windscreen to the rear of the car add extra interest, along with the 18-inch turbine-style wheels.

The design is more reserved at the rear, with the tail-lights acting as the main styling element. This does mean it's incredibly practical, as the lights are mounted on the boot lid, so it lifts to reveal a massive opening with a low loading lip.

Inside, the Picasso is just as fresh and funky. Climb into the driving seat, and your eyes are immediately drawn to the 12-inch TFT colour screen mounted high up in the middle of the dashboard – it's fully customisable, so you can select one of three themes and also display pictures uploaded to your car.

Just below this, there's a slightly smaller seven-inch touchscreen that operates everything from the radio and sat-nav to the climate control. Once you've got used to the system, it feels slick; plus, its futuristic layout and mix of colours add visual appeal. However, we found that if you have navigation in the top display, it disappears if you switch the lower display to operate a different function – very odd.

Still, with soft-touch materials throughout this top-spec Exclusive+ version, it feels every inch the plush people carrier, although the leather interior is a £2,000 option. The Grand C4 Picasso's real plus point is space, as its crisp design is also incredibly functional and is the roomiest of our trio. That large glass area – including the big front quarter light windows and standard panoramic roof – means the cabin feels light and airy, even in the rearmost seats.

Standard kit is also generous, with electric, heated and massaging front seats included, alongside sat-nav, Bluetooth, DAB radio, all-round parking sensors with park assist, a reversing camera, climate and cruise control and keyless go. When you consider the £27,110 price tag, it's easy to see the Citroen's appeal; plus, it doesn't feel like you're scrimping.

## Driving 3.7/5

FOCUSING more on comfort and convenience than driving thrills, the Grand C4 Picasso isn't the sharpest of our trio to drive, but it's certainly fit for purpose. Soft suspension means the car does roll through corners – especially if it's loaded with people and luggage – but the ride quality is great.

The car floats over surface imperfections and absorbs big bumps with composure, which makes it comfortable in most conditions for all seven

### Testers' notes

"Our test car was fitted with a six-speed manual gearbox, but it's not a particularly nice unit, with a notchy shift action that feels vague and indistinct. However, there's an automatic version available with the same 148bhp 2.0-litre diesel. Instead of the old, robotised manual, it's a proper auto that's much smoother than the old transmission. You'll pay a slight penalty when it comes to efficiency, but it makes for a more relaxing drive."



James Disdale Road test editor

occupants. Poise is more important than cornering ability in a full car – although there's still enough grip to give a reassuring feeling when travelling faster.

The C4 does deliver a decent turn of speed, though. Its 2.0-litre turbodiesel is down on power compared to the Ford and BMW's engines, producing 148bhp, but with just 30Nm less torque, it's only six-tenths slower from 0-60mph than the S-MAX.

Our tests showed that it took 9.8 seconds to complete the benchmark sprint, and while it was also slower than the Ford when it came to in-gear acceleration, the margin wasn't as big as you might think. Plus, it actually beat the BMW in our braking test. The steering is light, so despite the Citroen's vast proportions, it's easy to manoeuvre in towns and car parks, helped by good visibility thanks to all that glass.

## Ownership 3.5/5

CITROEN improved its result in our Driver Power 2015 satisfaction survey, climbing six places to 20th overall. This means it splits Ford and BMW when it comes to customer ratings. For reliability alone, it's the best brand of the three, taking 18th spot – but there's still plenty of room for improvement.

Although it's going up against two new contenders here, the Grand C4 Picasso (and the five-seat C4 Picasso) was voted the 77th-best car to live with out of 200 (and second-best MPV), with readers praising its low running costs, decent practicality and impressive ride comfort.

When it comes to safety, the Citroen also delivers the goods. With curtain airbags to protect rear passengers, lane departure warning with an active seatbelt system and optional adaptive cruise control, the top-spec Exclusive+ model adds extra peace of mind over and above its maximum five-star Euro NCAP safety rating.

## Running costs 4.0/5

THE C4 Picasso has a big advantage in terms of cost: it's £3,535 cheaper than the S-MAX and a huge £5,340 less than the 2 Series Grand Tourer. It's also the most efficient, with 105g/km CO<sub>2</sub> emissions attracting the lowest Benefit in Kind rate here, at 19 per cent.

This means higher-rate business users will save £758 and £932 a year respectively over those who choose the Ford and BMW. Its less powerful diesel needed to be worked harder to keep pace with its rivals here, but a return of 45.5mpg was marginally ahead of the Ford's economy. Range is limited by the relatively small 55-litre fuel tank, though.



# Citroen Grand C4 Picasso



## Practicality 4.9/5

WITH middle seats that slide independently, there's up to 793 litres of boot space on offer in five-seat form, and even with the seat fully forward, you get plenty of legroom. Put the third row up, and there's space for adults to sit with legs straight ahead. It's far more comfortable than the Ford or the BMW, and legroom is good enough in the very back for adults to consider long journeys.

The folding mechanism is also the best, with bases that flip up for extra room and a simple handle to fold and move the bench. Plus, there's a 2,181-litre capacity with all seats stowed away, while covers on the backs of the seats drop down to create a flat load floor.

**CO<sub>2</sub>/tax**105g/km  
£20 or 19%**Practicality**Boot (7/5/2 seats)  
165/623-793/2,181 litres**Performance**0-60/30-70mph  
9.8/9.2 seconds**Braking**70-0/60-0/30-0mph  
48.5/35.8/9.4m**Running costs**45.5mpg (on test)  
£66 fill-up

## HEAD TO HEAD

### Rear access

THE BMW's back seats are best suited to children, as they're tricky to access for adults. Of the other two, the S-MAX's middle row slides and tips forward to create the biggest entry to the rearmost seats. But once you're seated, it's the Grand C4 Picasso (below) that has the most leg and headroom. Standard panoramic glass makes it feel spacious, too.



### Styling

GRAFTING Ford's corporate nose on to the front has given the S-MAX an upmarket look, and in the flesh, it looks more dynamic than its predecessor. But it's not as stylish as the Grand C4 Picasso, as the Citroën's neat details make it look distinctive. In comparison, the BMW appears awkward.



### Specification

THE Ford is more expensive to buy than the Citroën, but the two are evenly matched for kit. The S-MAX offers more options, but they're pricey. The BMW is more expensive than both cars, yet its better economy means everyday running costs should be fair.

# and C4 Picasso

### Comfort

CITROËN has set up the Picasso more for comfort than driving fun, and it floats over bumps. Trade-off is some body roll.



### Style

WITH its concept car design, the C4 Picasso still turns heads, and drama continues inside. But it's hugely practical as well, with space for seven people or loads of luggage.



### Testers' notes

"The door bins aren't the biggest and on right-hand-drive cars the position of the fuses eats into glovebox room, but there are handy compartments in footwells and vast storage between the front seats."



**Sean Carson** Senior road tester



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# Figures

**Citroen Grand C4 Picasso 2.0 BlueHdi (150) Exclusive+**



**Ford S-MAX 2.0 TDCi (180) Titanium X**



**BMW 220d Gran Tourer xDrive Sport auto**



On the road price/total as tested	<b>£27,110/£30,680</b>	<b>PRICE</b> CITROEN undercuts its rivals on price comfortably. Yet while its residuals trail the BMW's, as it's so much cheaper in the first place, you'll lose less cash when it's time to trade-in.	£30,645/£36,145		£32,540/£41,120	
Residual value (after 3yrs/36,000)	£10,925/40.3%		£12,871/42.0%		£14,513/44.6%	
Depreciation	£16,185		£17,774		£18,027	
Annual tax liability std/higher rate	£1,028/£2,056		£1,407/£2,814		£1,494/£2,989	
Annual fuel cost (12k/20k miles)	£1,446/£2,410		£1,449/£2,415		£1,379/£2,299	
Ins. group/quote/road tax band/cost	25/£355/B/£20		24/£360/D/£110		19/£375/D/£110	
Servicing costs	£499 (3yrs/35k)		£390 (2yrs)		£425 (5yrs/50k)	
Length/wheelbase	4,597/2,840mm		4,796/2,849mm		<b>4,556/2,780mm</b>	<b>SIZE</b> THE 2 Series is the shortest and narrowest car here – and this is reflected in its more cramped interior. It also has the smallest boot.
Height/width	1,644/1,826mm		1,655/1,916mm		<b>1,608/1,800mm</b>	
Engine	4cyl in-line/1,997cc		4cyl in-line/1,997cc		4cyl in-line/1,995cc	
Peak power/revs	148/4,000 bhp/rpm		178/3,500 bhp/rpm		187/4,000 bhp/rpm	
Peak torque/revs	370/2,000 Nm/rpm		400/2,000 Nm/rpm		400/1,750 Nm/rpm	
Transmission	6-spd man/fwd		6-spd man/fwd		8-spd auto/4WD	
Fuel tank capacity/spare wheel	55 litres/repair kit		70 litres/space saver		61 litres/repair kit	
Boot capacity (7/5/2 seat modes)	165/632-793/2,181 litres		<b>285/965/2,020 litres</b>		N/A/560/1,820 litres	
Kerbweight/payload/towing weight	1,705/545/1,700kg		1,838/697/2,000kg		1,615/685/1,600kg	
Turning circle/drag coefficient	<b>10.8 metres/N/A</b>		11.6 metres		11.7 metres	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		3yrs (60,000)/1yr		<b>3yrs (unlimited)/3yrs</b>	<b>SERVICING</b> COMBINATION of variable service intervals and great-value five-year servicing pack means the BMW will cost the least in maintenance.
Service intervals/UK dealers	20,000 miles (1yr)/196		18,000 miles (1yr)/781		Variable/153	
Driver Power manufacturer/dealer pos	20th/23rd*		25th/27th*		14th/22nd*	
Euro NCAP: Adult/child/ped./stars	86/88/68/5		N/A		84/85/60/5 (Active Tourer)	
0-60/30-70mph	<b>9.8/9.2 secs</b>	<b>PERFORMANCE</b> DESPITE having the lowest power and torque output here, the Citroen was a match for the Ford in all our performance tests.	9.2/8.5 secs		7.6/7.4 secs	
30-50mph in 3rd/4th	<b>4.0/6.9 secs</b>		3.9/6.1 secs		3.2/4.0 secs	
50-70mph in 5th/6th/7th/8th	7.9/10.9 secs/N/A/N/A		7.6/10.2 secs/N/A/N/A		5.0/6.2/8.0/10.9 secs	
Top speed/rpm at 70mph	130mph/1,900rpm		131mph/1,750rpm		135mph/1,750rpm	
Braking 70-0/60-0/30-0mph	48.5/35.8/9.4m		<b>45.6/31.9/8.9m</b>		50.6/37.2/9.0m	
Noise outside/idle/30/70mph	65/44/55/65dB		67/47/55/62dB		70/46/59/65dB	
Auto Express econ (mpg/impl)/range	45.5/10.0/550 miles		45.4/10.0/699 miles		47.7/10.5/640 miles	
Govt urban/extra-urban/combined	64.2/76.3/70.6mpg		50.4/61.4/56.5mpg		51.4/62.8/57.6mpg	
Govt urban/extra-urban/combined	14.1/16.8/14.5mpl		11.1/13.5/12.4mpl		11.3/13.8/12.7mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	166/105g/km/19%		167/129g/km/23%		159/ <b>128g/km/23%</b>	<b>CO<sub>2</sub> EMISSIONS</b> FOUR-wheel-drive automatic model tested here emits 128g/km, which rivals the Ford. Opt for a manual two-wheel-drive 220d, and output drops to 122g/km.
Airbags/Isofix/park sensors/camera	Six/yes/yes/yes	<b>STANDARD KIT</b> EXCLUSIVE+ trim comes with loads of kit, including reversing camera, nav and a reclining front passenger seat. Heated seats are part of full leather upgrade.	Seven/yes/yes/£400		Six/yes/rear/£290	
Auto box/stability/adaptive cruise ctrl	£1,350/yes/£300		£1,550/yes/£900		Yes/yes/yes	
Climate control/leather/heated seats	Yes/part/£2,000		Yes/yes/yes		Yes/£1,150/£295	
Met paint/LED lights/power tailgate	£520/no/yes		£545/£1,000/£400		£550/£745/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		Yes/yes/yes/yes	

## Results

### CITROEN

IT'S our reigning large MPV champion, and the Grand C4 Picasso has seen off another pair of worthy rivals. While it's not the fastest or most efficient choice, it's good enough, plus the comfortable ride and acres of space more than compensate. Add a host of user-friendly interior touches, a top-value price and those concept car looks, and the Citroen is still the best seven-seat MPV you can buy.



# 1st

### FORD

THE latest S-MAX is a grown-up evolution of the original. It's comfortable, refined and feels well built, and is reasonably well equipped, too. The lack of driving dynamism is less of an issue here as in the Mondeo, while the clever folding seats are just a little bit tighter than the Citroen's. However, if you need more room and must buy a Ford, the Galaxy might now be a better choice.



# 2nd

### BMW

THE Gran Tourer fits the requirement for the BMW owner who wants a more practical family car, but the high price and tighter interior dimensions mean it's hard to justify alongside these rivals. It's impressively efficient considering the 4WD system, and it handles well, yet if you have to have a BMW that's more versatile, we'd recommend the excellent 3 Series Touring every time.



# 3rd

## RIVALS

Other options in this category...

**SEAT Alhambra 2.0 TDI SE Ecomotive**  
**PRICE:** £28,675 **ENGINE:** 2.0-litre 4cyl, 148bhp

RECENTLY revised Alhambra provides unrivalled space, useful sliding rear doors and car-like driving dynamics. Its boxy design isn't glamorous, yet it's robustly built, well equipped and represents decent value for money.



**Land Rover Discovery Sport TD4**  
**PRICE:** £30,695 **ENGINE:** 2.0-litre 4cyl, 148bhp

THE stylish Discovery Sport trails rivals here for outright space, but thanks to a seven-seat layout and big boot, it's still practical. While it's pricey, the Land Rover does benefit from an upmarket image and peerless off-road ability.





**AE** THINGS are hotting up in the fast estate class, with the arrival of the all-new Mercedes-AMG C 63. Featuring the same muscular twin-turbo engine as the brand's GT sports car, the newcomer aims to raise the performance bar set by its predecessor.

There's more to the C 63 than a thumping great engine and blistering acceleration, though. For starters, AMG's engineers have

worked hard to make sure the car is as impressive in corners as it is in a straight line. With heavily revised suspension geometry, stiffer springs and dampers and faster steering, the Mercedes promises class-leading agility and unflappable poise.

Plus, because the C 63 is based on the latest C-Class, it looks great and boasts one of the slickest interiors around. And in

Estate guise (you can also get a traditional saloon), it's spacious and versatile.

Setting the standard for the Mercedes is the Audi RS4, which blends ferocious performance with all-weather four-wheel-drive composure. It's also beautifully built, well equipped and, crucially, costs nearly £5,000 less to buy. So, which of our warp factor wagons wins this space race?

## Mercedes-AMG C 63 Estate

**Price:** £61,260

**Engine:** 4.0-litre V8, 470bhp

**0-60mph:** 4.0 seconds

**Test economy:** 21.5mpg/4.7mpl

**CO<sub>2</sub>:** 196g/km **Annual road tax:** £265



We hit the red line in two fast estates, as the new Mercedes-AMG C 63 battles Audi's RS4

# Hot property

Pictures: Pete Gibson  
Location: Blyton, Lincs



## Audi RS4 Avant

**Price:** £56,545

**Engine:** 4.2-litre V8, 444bhp

**0-60mph:** 4.4 seconds

**Test economy:** 22.3mpg/4.9mpl

**CO<sub>2</sub>:** 249g/km **Annual road tax:** £490

**MODEL TESTED:** Mercedes-AMG C 63 Estate

**PRICE:** £61,260 **ENGINE:** 4.0-litre V8, 470bhp

**AE** THE Mercedes-AMG C 63 is the all-new high performance flagship of the brand's compact executive C-Class line-up. Featuring a subtly tweaked version of the AMG GT's twin-turbo V8, uprated suspension and more muscular looks, it promises plenty of thrills. The newcomer is available in saloon and Estate guises, plus there's the option of the 'entry-level' 470bhp model, or the 503bhp S version. Here, we test the £61,260 Estate.

## Styling 4.0/5

THE standard C-Class is one of the most handsome family cars you can buy, particularly in Estate guise. So, it's no surprise to find AMG's designers have taken a low-key approach to the styling of the C 63.

At a glance, you could easily mistake it for a run-of-the-mill C-Class, but look more closely, and you'll spot the car's more hunkered and purposeful stance and its neatly integrated bodykit. At the front is a deeper front bumper that features the same gaping air vents as the larger E 63, a pair of power bulges in the bonnet and subtly flared wheelarches attached to wings that display V8 BiTurbo badges.

Move around to the rear, and the quad exhausts leave you in no doubt of the performance potential. Surprisingly low-key 18-inch alloy wheels are fitted as standard, but buyers can upgrade to the larger 19-inch alloys used on the S version for an extra £595.

Further visual enhancements include the £3,370 Carbon Fibre Pack, which adds lightweight material to the front splitter, sill extensions and rear diffuser, plus the £585 Night Pack, which comprises several pieces of gloss-black exterior trim.

Inside, the C 63 benefits from a number of AMG upgrades, such as bespoke instruments, a chunky, flat-bottomed steering wheel, figure-hugging front sports seats and a stainless steel finish for the pedals. Elsewhere, it's standard C-Class, which means you benefit from a slickly designed dashboard, top-notch materials and first-rate fit and finish.

And as befits a car costing over £60,000, you get a decent haul of standard kit, too. An intuitive sat-nav system together with an 8.4-inch screen, dual-zone climate control, a reversing camera, leather seat trim and DAB radio are all included.

## Driving 4.8/5

WHILE AMG has taken a modest approach to the exterior of the new C 63, engineers have gone to town on the newcomer's underpinnings. Not only is the engine brand new, but the transmission has been heavily revised and the steering and suspension have received thorough overhauls.

Of course, at the heart of any AMG model is its engine, and the C 63 is no exception. The old car's naturally aspirated 6.2-litre V8 has been ditched in favour of a 4.0-litre twin-turbo that's both more powerful and efficient. Based on the unit used in the AMG GT, it features wet rather than dry sump lubrication and pumps out 470bhp and a thumping 650Nm of torque. It's paired with a revised version of the old car's seven-speed twin-clutch gearbox that drives the rear wheels.

As you'd expect, performance is explosive. Thanks to the addition of launch control, the car blasted from 0-60mph in just 4.0 seconds, which was four-tenths faster than the RS4. However, it was during our in-gear tests that the Mercedes really stretched its advantage, using its muscular mid-range torque to

### Testers' notes

"AMG fans worried that the new C 63's twin-turbo engine would lack the character of the old car's naturally aspirated unit can rest easy. The 4.0-litre V8 is a masterpiece that delivers an unrivalled blend of scintillating performance and decent efficiency. More importantly, it sounds the part, with a deep, bassy rumble at idle, a deafening bellow at high revs and plenty of pops and crackles on the overrun."



**James Disdale** Road test editor

devastating effect. Plus, this pulverising performance is matched by the car's bellowing soundtrack.

From a deep burble at idle through to a spine-tingling roar as the rev counter moves towards the red line, the engine always raises a smile. The revised seven-speed auto is smoother and sharper than before, but it's still not as slick as the Audi's set-up.

A wider front track, stiffer springs and dampers, faster steering and uprated brakes mean the C 63 is as accomplished in corners as it is on straights. The meaty steering responds quickly and there's lots of front-end grip, allowing you to place the car accurately and with confidence. And while the AMG doesn't have as much traction as the all-wheel-drive Audi, it rarely struggles to put its power on the road.

Even in wet conditions, the traction control quickly eliminates wheelspin. Turn the electronic aids off, however, and you'll need a gentle right foot if you want to avoid lurid powerslides. Like the standard C-Class, the C 63 benefits from low levels of wind and road noise, while the raucous V8 settles down to a background hum at a cruise. Yet while the AMG benefits from cast-iron high-speed body control, the trade-off is a relentlessly firm low speed ride.

## Ownership 3.7/5

MERCEDES has always had a strong reputation for durability and reliability, despite a dip in form a decade or so ago. In recent years, the brand has risen back to its best, and that's reflected in its decent 11th-place finish in our Driver Power 2015 satisfaction survey. The latest C-Class was also rated 41st overall and was the fourth best compact executive model in the same poll. Plus, much of the AMG is handmade, which should help with longevity.

Safety has always been a priority for Mercedes, so it's no surprise to find the C 63 gets nine airbags, autonomous emergency braking, driver fatigue warning and a three-stage stability system. The £1,695 Driving Assistant pack adds blind spot monitoring, lane keep assist and adaptive cruise control.

## Running costs 2.9/5

AT £61,260, the AMG is a hefty £4,715 more than the RS4. And its more generous kit tally isn't enough to offset the price difference. However, thanks to its impressively low CO<sub>2</sub> emissions of 196g/km, the Mercedes will cost business users a similar amount in Benefit in Kind tax, while private buyers can take heart in the impressive predicted residuals of 50.9 per cent, which help ensure the AMG is worth over £6,000 more than the RS4 after three years.



# Mercedes-



### Cabin

CLASSY interior mirrors that of the standard C-Class, bar flat-bottomed steering wheel, sports seats and stainless steel pedals



## Engine

SCORCHING 4.0-litre V8 engine replaces the old 6.2-litre V8, and is both faster and more efficient. C 63 takes corners sharply yet smoothly, while exhaust sounds great

# AMG C 63



**CO<sub>2</sub>/tax**  
196g/km  
£265 or 34%



**Practicality**  
Boot (seats up/down)  
490/1,510 litres



**Performance**  
0-60/30-70mph  
4.0/3.1 seconds



**Braking**  
70-0/60-0/30-0mph  
38.3/31.1/7.8m



**Running costs**  
21.5mpg (on test)  
£81 fill-up



## Practicality 4.2/5

OUR contenders are estates as well as thrilling driving machines, so practicality is as important as performance. In terms of outright space, there's little to separate the C 63 and RS4. With the rear seats in place, both provide 490 litres of space, but folding the AMG's 40:20:40 rear bench flat using the remote switches frees up 1,510 litres. That's 80 litres more than in the Audi. The Mercedes' boot also benefits from a number of lashing eyes, shopping bag hooks and a 12V power supply; but unlike the Audi, there's no option to add a load rail organising system.

Elsewhere, there's decent head and legroom for rear seat passengers – although the transmission tunnel is intrusive – and plenty of handy storage.

### Testers' notes

"It's difficult to see why you'd spend nearly £7,000 more on the 503bhp C 63 S. In the real world, the entry-level 470bhp car has all the performance you'll ever need, plus it looks and sounds virtually identical to the S."



**Dean Gibson** Dep. road test editor

## Boot space

C 63 just about wins the space race here, with a maximum load capacity of 1,510 litres. Rear seats fold remotely via a handy boot button

**MODEL TESTED:** Audi RS4 Avant

**PRICE:** £56,545 **ENGINE:** 4.2-litre V8, 444bhp

**AE** THE Audi RS4 is the high-performance range-topper of the A4 line-up. Unlike its rivals in this class, it's only available in Avant estate guise. If you want a saloon, you'll have to settle for the cheaper and lesser-powered S4. Ignoring the current trend for turbocharging, the £56,545 RS4 features a naturally aspirated engine, plus it's fitted with the brand's trademark quattro all-wheel-drive system.

## Styling 4.4/5

WHILE Mercedes has taken a subtle approach to the design of the C 63, Audi makes no bones about the RS4's performance potential. The standard A4 is handsome yet a little bland, so the brand's designers have gone to town on the flagship.

The heavily blistered wheelarches are nod to the legendary original Quattro of the eighties, while the gaping front grille, deeper bumpers, rear diffuser and huge oval twin tailpipes give the Audi huge presence. Large 19-inch alloys are fitted as standard, but 20-inch rims are available from £1,250. Red brake calipers cost £430, plus the £465 Black Styling Pack includes gloss-black trim for the front grille, window surrounds and roof rails. You can even have the engine cover finished in carbon fibre for an extra £440.

Climb inside, and it's clear the RS4 is starting to show its age. There's nothing wrong with the impeccable quality or top-notch materials, but the A4-derived dashboard looks a little dated, while the standard MMI infotainment system isn't as slick as Mercedes' COMAND set-up. Still, the addition of a flat-bottomed steering wheel, high-backed front seats and a smattering of RS4 logos helps give the interior a lift. You also get desirable kit, such as sat-nav, three-zone climate control, a 10-speaker sound system and Bluetooth connectivity.

## Driving 4.3/5

WHILE most brands have embraced turbocharging to boost performance, Audi has stuck with natural aspiration for the RS4, using the 4.2-litre V8 from its R8 sports car. Yet even though the unit's pedigree is unrivalled, it can't match the C 63's firepower.

Despite its larger-capacity engine, the Audi delivers 444bhp and 430Nm of torque, which is 26bhp and a whopping 220Nm less than the C 63. But thanks to its quattro all-wheel-drive traction, it sprinted from 0-60mph in just 4.4 seconds, which was only four tenths slower than the Mercedes. Still, with its peak torque delivered at a heady 4,000rpm, the RS4 stood no chance against its rival during our in-gear tests. For instance, the Audi covered 50-70mph in seventh gear in 10.2 seconds – a significant 3.1 seconds slower than the AMG.

Away from the track, there's little to separate our two contenders for outright performance, but you have to work the RS4 much harder to keep pace with the torquy C 63. That's no real hardship, mind, because the Audi's high-revving V8 engine emits a glorious, metallic howl when extended, while its slick seven-speed twin-clutch gearbox is silky smooth in auto mode and responds crisply and quickly to the steering wheel-mounted shift paddles when you take manual control.

With its widened track, four-wheel-drive transmission and steamroller-wide 265 section tyres, the RS4 always feels sure-footed and planted through a series of corners. It's not quite as involving as the Mercedes, but it's far closer than you'd expect. Part of

### Testers' notes

"There are faster and more charismatic super estate cars, but few can match the well rounded talents of the Audi RS4. At the heart of its appeal is the quattro all-wheel-drive system that allows you to access the full potential of the howling V8 whatever the weather. And unlike many 4WD set-ups, the RS4's system is permanently engaged, so there's never a break in traction as power is diverted to an axle with more grip."



James Disdale Road test editor

its driver appeal is down to the clever Sports rear differential, which can send torque to the outside rear wheel to sharpen turn-in and reduce understeer.

You can also tune the steering weight, throttle response and gearshift points using the Drive Select function – although in Dynamic mode, the steering is too heavy and lifeless. Yet the RS4's party trick is that it lets you use all of this performance when the weather turns nasty. Thanks to the permanent all-wheel-drive set-up, it can fire out of slow corners under full power in the wet or dry.

Plus, it just has the edge for comfort over its Mercedes rival, thanks to its low noise levels and slightly softer low-speed ride. It also benefits from a supremely comfortable driving position.

## Ownership 3.6/5

THE RS4 has been around for three years now, while the standard A4 hit showrooms back in 2008, so any mechanical niggles should have been sorted out. And although the current A4 didn't feature in our Driver Power 2015 satisfaction survey, Audi itself finished a solid 13th overall. However, if you do experience any issues, you can't expect exemplary service from the brand's garages, which finished a disappointing 26th out of 32 in our most recent dealer poll.

Like Mercedes, Audi has a strong tradition of safety innovation, and with its six airbags, stability control, uprated brakes and four-wheel drive, the RS4 is a confidence-inspiring companion. The £950 Driver Assistance Pack adds lane keep assist, adaptive cruise control and low-speed collision warning, while rear side airbags can be added for £255.

## Running costs 2.7/5

ON the face of it, the RS4 looks like decent value next to the C 63. Not only does its £56,545 price tag undercut its rival's by nearly £5,000, but the car also comes generously equipped. Yet dig a little deeper and the Audi's financial case begins to weaken.

The biggest issue is its characterful yet old-tech engine, which emits a hefty 249g/km of CO<sub>2</sub>. As a result, company car users will pay virtually the same amount of Benefit in Kind tax as those who choose the Mercedes, while private owners will fork out an extra £225 a year for tax. In addition, our experts predict the RS4 will retain just 42.2 per cent of its new value after three years – easily wiping out its price advantage – while Audi's service plan costs £5 a month more than Mercedes' package.

On the plus side, the RS4's fuel return of 22.3mpg was fractionally ahead of the C 63's.



# Audi RS4



## Practicality 4.0/5

THE A4 Avant that underpins the RS4 is getting on a bit now, but it's still a practical design. The large tailgate opens to reveal a low loading lip and a well shaped 490-litre capacity. There are no levers in the boot to lower the 60:40-split rear bench, but with the seats folded flat, you get a decent 1,430 litres of space. There are no shopping bag hooks, yet you can add a neat load securing rail system for £155.

Rear occupants get roughly the same amount of space as in the Mercedes, although the Audi's high-backed front seats obscure the view forward. Still, there's no shortage of storage space, with deep door bins, a large centre console cubby and plenty of cup-holders.

## Performance

Audi was just four-tenths slower than the Mercedes from 0-60mph, taking 4.4 seconds, but its hefty torque disadvantage told during our in-gear tests



### CO<sub>2</sub>/tax

249g/km  
£490 or 37%



### Practicality

Boot (seats up/down)  
490/1,430 litres



### Performance

0-60/30-70mph  
4.4/3.8 seconds



### Braking

70-0/60-0/30-0mph  
49.3/35.3/10.3m



### Running costs

22.3mpg (on test)  
£74 fill-up

## Handling

QUATTRO all-wheel-drive gives amazing grip in corners, and inspires plenty of confidence in the RS4's abilities

## HEAD TO HEAD

## Engines

THE C 63's powerplant is based on the same 4.0-litre V8 as the AMG GT uses, with twin-turbos mounted in the 'V' of the engine. However, the GT's race-bred dry sump oil system is replaced by a more conventional wet sump. With its natural aspiration, the RS4 can't match the AMG for power and efficiency, but the 4.2-litre does rev to 8,500rpm.



## Load capacity

BOTH our contenders feature powered tailgates and the same 490-litre boot capacity with the rear seats in place. The C 63 has more space with the back bench folded and boasts handy hooks for shopping. However, the Audi hits back with its £155 optional sliding rail load divider system.



## Exhaust

OPTIONAL sports exhausts are available on both cars. The AMG's £1,000 system is activated by a button on the dash that opens valves for increased volume at low revs. The Audi's set-up costs £890 and is a passive system with no driver override.

## Testers' notes

"To get the best out of the V8, it's worth specifying the £890 sports exhaust. Identified by its matt-black tailpipes (the standard system's are chromed), the upgraded set-up turns the 4.2-litre's howl up to 11."



Sean Carson Senior road tester



## Interior

INSIDE, the Audi is roomy, plush and desirable, but dash looks a little dated in this company. Engine is a willing performer, while 490-litre boot is big enough for most needs



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# Figures

**Mercedes-AMG C 63 Estate**

**Audi RS4 Avant**


On-the-road price/total as tested	£61,260/£61,810	<b>RESIDUALS</b> MERCEDES' strong residuals cancel out higher list price, as it'll be worth around £6,000 more than the Audi after three years.	£56,545/£64,900	<b>PRICE TAG</b> AUDI undercuts its Mercedes rival's price by over £4,700, although our experts predict it'll lose more of its value.
Residual value (after 3yrs/30,000)	<b>£31,181/50.9%</b>		£23,862/42.2%	
Depreciation	£30,079		£32,683	
Annual tax liability std/higher rate	£4,129/£8,257		£4,116/£8,232	
Annual fuel cost (12k/20k miles)	£3,096/£5,159		£2,984/£4,974	
Ins. group/quote/road tax band/cost	47/£670/I/£265	<b>ENGINE</b> NEW 4.0-litre unit features twin-turbos mounted in 'V' between cylinders. Flagship S model boosts power and torque to 503bhp and 700Nm.	46/£508/L/£490	<b>R8 ENGINE</b> REV-hungry V8 engine is shared with outgoing R8 sports car. It can't quite match the C 63 for outright pace, but it loves hard work and sounds glorious.
Servicing costs	£40pcm (3yrs/36k)		£43pcm (3yrs)	
Length/wheelbase	4,702/2,840mm		4,719/2,813mm	
Height/width	1,457/1,810mm		1,416/1,850mm	
Engine	<b>V8/3,982cc</b>		<b>V8/4,163cc</b>	
Peak power	470/5,500 bhp/rpm	<b>PERFORMANCE</b> SUPERIOR power and torque allowed the AMG to show the RS4 a clean pair of heels in our performance tests. Its mid-range pace was particularly strong.	444/8,250 bhp/rpm	<b>TOP SPEED</b> BOTH cars are limited to a 155mph top speed, but Audi's maximum can be raised to 174mph for £1,300. And AMG will boost the C 63's to 180mph for £2,755 (£765 on the S model).
Peak torque	650/1,750 Nm/rpm		430/4,000 Nm/rpm	
Transmission	7-spd auto/rwd		7-spd auto/4wd	
Fuel tank capacity/spare wheel	66 litres/sealant		61 litres/sealant	
Boot capacity (seats up/down)	490/1,510 litres		490/1,430 litres	
Kerbweight/payload	1,785/475kg	<b>EQUIPMENT</b> C 63 is pricier car here, but it comes with more kit than the RS4, including heated seats, full leather trim and powerful LED headlamps.	1,795/550kg	
Turning circle/drag coefficient	11.3 metres/N/A		11.6 metres/N/A	
Basic warranty (miles)/recovery	3yrs (unltd)/3yrs		3yrs (60,000)/3yrs	
Service intervals/UK dealers	Variable/136		Variable/121	
Driver Power manufacturer/dealer pos.	11th/21st*		13th/26th*	
Euro NCAP: Adult/child/ped./stars	92/84/77/5		93/84/39/5	
0-60/30-70mph	<b>4.0/3.1 seconds</b>		4.4/3.8 seconds	
30-50mph in 3rd/4th	2.9/3.9 seconds		2.9/3.9 seconds	
50-70mph in 5th/6th/7th	4.1/5.3/7.1 seconds		5.4/7.0/10.2 seconds	
Top speed/rpm at 70mph	155mph/1,900rpm		<b>155mph/2,200rpm</b>	
Braking 70-0/60-0/30-0mph	38.3/31.1/7.8m		49.3/35.3/10.3m	
Auto Express econ (mpg/impl)/range	21.5/4.7/312 miles		22.3/4.9/299 miles	
Govt urban/extra-urban/combined	25.9/40.9/33.6mpg		19.3/33.2/26.4mpg	
Govt urban/extra-urban/combined	5.7/9.0/7.4mpl		4.2/7.3/5.8mpl	
Actual/claimed CO <sub>2</sub>	304/196g/km		293/249g/km	
Tax bracket	34%		37%	
Airbags/Isofix/parking sensors/cam	Nine/yes/yes/yes		Six/yes/yes/£340	
Climate control/leather/heated seats	Yes/yes/yes		Yes/£400/£300	
Electric tailgate/cruise control	Yes/yes		Yes/yes	
Metallic paint/LED lights/keyless go	£645/yes/yes		£615/no/£470	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

## Results

### MERCEDES

If you're after power, performance, prestige and practicality, look no further than the mighty Mercedes-AMG C 63. Thanks to its bombastic new V8 engine and sharp handling, it's thrilling to drive whatever the journey, while the classy looks, upmarket cabin and spacious boot make it easy to live with. And although it's expensive to buy, strong residuals mean you'll lose less in the long run.



# 1st

### AUDI

IT takes the runners-up spot here, but the RS4 is still a hugely capable and desirable car. At the heart of its appeal is the screaming V8 engine and the all-weather security of its quattro four-wheel drive. It also looks great and features a surprisingly versatile cabin. Yet it's even more costly to run than the C 63, plus it can't match its rival's performance and engaging handling.



# 2nd

\*Manufacturer rankings from Driver Power 2015; dealers from 2014. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## SAME PRICE

Other options for similar money...

**NEW:** Alpina B3 Touring  
**PRICE:** £58,950 **ENGINE:** 3.0-litre 6cyl, 404bhp

THERE'S no BMW M3 estate, so the next best thing is the Alpina B3 Touring. Its twin-turbo straight-six boasts 600Nm of torque and delivers 0-62mph in 4.3 seconds. It strikes a perfect balance between agility and cruising comfort.



**USED:** Audi RS6 Plus  
**PRICE:** £49,995 **ENGINE:** 5.0-litre V10, 473bhp

BUY used, and you can get a previous-generation Audi RS6 for this money. It has a twin-turbo version of the Lamborghini Gallardo's V10, quattro 4WD and a 565-litre boot. We found a 10,000-mile 2010 Plus model for under £50k.



## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

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THE C 63 has only just hit showrooms, but already Mercedes has unveiled a tempting finance offer for the newcomer. For instance, sign up to the brand's Agility PCP deal, and you can get a C 63 Estate on your drive for £749 a month over three years at a typical APR of 4.5 per cent.

You'll need to put down a deposit of £7,499, but Mercedes will contribute a further £1,821 to the initial payment. At the end of the agreement, you can pay £30,575 to keep the car, hand it back to the dealer or trade it in for a new model.

Audi is offering a similar three-year package for the RS4. The representative APR is higher, at 4.9 per cent, and you'll have to hand over a chunkier £9,456 deposit. However, the monthly repayments are just £599, plus Audi is promising a £4,000 deposit contribution.

If you want to buy outright, then specialist broker [buyacar.co.uk](http://buyacar.co.uk) can supply a factory-fresh C 63 Estate for £58,080, which represents a healthy £5,770 saving over the list price. The same company is able to source a new RS4 with a hefty £6,594 discount, taking the price down to £49,991.



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# Vauxhall Corsa

**FOURTH REPORT** Supermini tackles miles with ease, so Continental road trip beckons



**Richard Ingram**  
Richard\_Ingram@dennis.co.uk

**AE** IF I take just one thing from my time with our Vauxhall Corsa, it's how refined and grown up modern-day superminis have become.

I passed my driving test a little over 10 years ago, in a SEAT Arosa Mk2. That, just like the Corsa, had three doors, a manual gearbox, and a 1.0-litre engine powering the front wheels. But it's fair to say that's where the similarities end.

With 113bhp, the Corsa has more than double the power, yet thanks to the sixth gear and tiny turbocharger it promises 57.6mpg (compared to the SEAT's quoted 48mpg). However, despite its measly 880kg kerbweight, my old Arosa emitted a colossal 139g/km of CO<sub>2</sub> – enough to command a yearly tax bill of £130.

Most small cars these days cost little more than £20 in annual VED, with many free for the first year. To put that in perspective, the 181bhp BMW 320i now emits only 134g/km – yet will do 0-62mph in just 7.2 seconds.

There's loads more room inside the Corsa, too. Granted, the little SEAT was more of a

city car than a supermini, but even today's Vauxhall Viva offers enough room to seat four relatively comfortably – the same could not be said of my first car.

But it's on the motorway where the changes are most evident, and indeed where I've been most impressed with the Corsa over the past few months. It now has over 8,000 miles on the clock, and in piling that mileage on I've done my fair share of long, monotonous drives – not least the one up to Scotland for Vauxhall's Corsa VXR launch in April (Issue 1,374). But our humble 1.0-litre Excite hasn't skipped a beat. Apart from the temperamental touchscreen when it first arrived, it's proven completely reliable – both in town and on the open road.

The sixth gear makes it a great cruiser, and the standard-fit cruise control on this mid-range model takes the pain out of long, straight stretches. The same couldn't be said of my SEAT. Between myself and my sister (whom I passed it on to), the Arosa racked up more than 80,000 miles in nine years with a mix of town and country roads and long motorway journeys. It felt breathless on all but the slightest inclines, and would

rub its rear wheelarches with anything more than soft bags in the boot.

In contrast, the Corsa proves that you needn't step up to a family hatchback or SUV if you regularly rack up big miles. And our model shows that a dirty diesel doesn't have to be the default choice. Small petrol cars like this have come on leaps and bounds over the past decade, especially those with efficient turbochargers that boost power without penalising you at the pumps.

All this has got me thinking. Could you take a 1.0-litre three-cylinder supermini all the way from the UK to the South of France and enjoy the journey along the way? Or even further into Spain? Perhaps even to Croatia or Eastern Europe at a push?

That's the challenge I've set myself with only a few weeks left before the Corsa goes back to Vauxhall. I've bought a European map, a GB sticker and am getting ready for an even longer-distance road trip. The bags are packed and my shades are on, so it seems fitting to send our grown-up supermini out with a bang...



**EQUIPMENT**

Mid-range Excite gets goodies like heated seats, heated steering wheel, cruise control and touchscreen as standard

**CABIN**

Practicality is good, but those regularly carrying passengers will likely opt for five-door for improved rear seat access



Otis Clay



**CO<sub>2</sub>/tax**  
114g/km  
£30 or 15%



**Practicality**  
Boot (seats up/down)  
280/1,090 litres



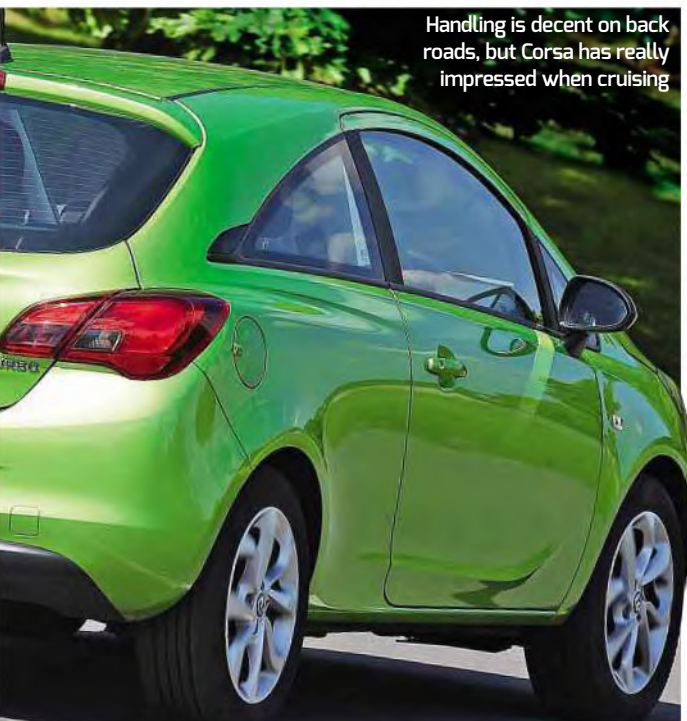
**Running costs**  
39.2mpg (on test)  
£50 fill-up

**Second opinion**

"Given what it had to work with, Vauxhall has done an impressive job of refreshing the Corsa. The eight-year-old design was spacious and well packaged, but it suffered from an outdated driving experience. The addition of new three-cylinder turbocharged engines, heavily revised suspension and a more upmarket interior has turned the Vauxhall from also-ran to class contender. However, an all-new model is needed if the brand wants to take overall honours."



James Disdale Road test editor



Handling is decent on back roads, but Corsa has really impressed when cruising

**Going the distance**

WE'RE confident Corsa can tackle European road trip with ease after surprising us with comfortable ride on long drives, and that's exactly what Rich is gearing up for

**Essentials****Vauxhall Corsa 1.0 Excite**

<b>On fleet since:</b>	December 2014
<b>Price new:</b>	£14,275
<b>Engine:</b>	1.0-litre 3cyl turbo, 113bhp
<b>CO<sub>2</sub>/tax:</b>	114g/km/£30
<b>Options:</b>	Metallic paint (£545)
<b>Insurance*:</b>	Group: 12 Quote: £273
<b>Mileage/mpg:</b>	8,688/42.9mpg
<b>Any problems?</b>	Frozen touchscreen

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** We've covered over 8,000 miles in supermini, but long motorway journeys have been comfortable, and sixth gear helps make it a great cruiser



**WE DON'T** Infotainment system was temperamental to begin with – radio kept turning on and off at random – but it seems to have sorted itself out

**Auto Express Verdict**

OUR turbocharged Corsa continues to impress. It's a great demonstration of how far small cars have come in the past 10 years. The VW Polo is more upmarket and the Ford Fiesta more fun, but the Corsa still deserves serious consideration.



# Our cars



**Graham Hope**

Graham\_Hope@dennis.co.uk

**AE** A GAME of two halves. In football parlance, that would be the perfect description for our Mondeo's performance on a recent marathon 1,200-mile trip north of the border when I visited Police Scotland in Stirling for our feature on Page 30.

On the motorway, the big Ford was in its element. Eating up mile after mile with ease is its forte, and contrary to our road testers' assertion in our Issue 1,374 test that getting comfortable behind the wheel is difficult, I had no complaints whatsoever – not always the case when you're a six footer, as I am.

A healthy suite of in-car entertainment ensured I was never bored, either, with the on-screen menu easy to navigate as I flicked between stations on the standard DAB radio.

But the Mondeo was less at home on the twisting back roads that lead to Doune Castle near Stirling, a magnificent medieval construction that has starred on screen in Monty Python's *The Meaning of Life* and more recently, as Winterfell in *Game of Thrones*.

Where the Mondeo's predecessor would have attacked these scenic B-roads with relish, the new model simply couldn't and didn't. At times it felt like trying to steer an ocean liner down some white water rapids – the vast Mondeo feels too cumbersome and disengaged to derive much enjoyment.

There are problems at lower speeds, too. Back in London, I have to negotiate a poorly maintained rubble track as part of my daily commute, and the suspension simply can't cope. Each minor bump or hollow sees the car sway from side to side unflinching.

Of course, a long trip like my Scottish adventure also highlights if there are any niggles with a car – and the Mondeo threw up one or two. Chief among these is the driver fatigue alert, which sounds an audible and visual alert if you change lane in a manner that causes the system to think



## Ford Mondeo

**SECOND REPORT** Big hatch proves a mixed bag on trip to Scotland



**“On the motorway, the Mondeo is in its element. But it feels less at home on twisting B-roads”**

you are tired. Well intentioned it may be, but clearly it didn't rate my style of driving as it constantly beeped and flashed in front of me as I changed lane. 100 miles in and I was certainly tired – tired of the intrusive system disrupting my drive, that is.

And while the panoramic roof makes the cabin feel wonderfully airy, it also means so much light streams in that the touchscreen displays every single greasy fingermark. It's

horribly unsightly. I'm a bit disappointed with some of the build quality, too. The parcel shelf, for example, is already broken – poor on a car of this price.

So it's been a bit of a mixed bag for the Mondeo, although one constant has been the number of compliments and admiring glances our Ruby Red model has attracted. Having the prettiest of faces makes it easy to overlook one or two disappointments.



### CHILD SEATS

Inflatable rear seatbelts mean Isofix-only seats are suitable for the very young. Graham had to get a rotating Cybex Sirona to replace daughter Erin's Maxi-Cosi Axiss, as it simply wasn't compatible



### Second opinion

“Entering a destination can be a pain on the sat-nav. Finding the address entry screen is simple, but getting the system to accept instructions and plot a route is less easy. There are hidden tabs that must be scrolled through before you can press 'go'.”



**Dean Gibson**  
Deputy road test editor



## Essentials

### Ford Mondeo Titanium 2.0 TDCi 180

<b>On fleet since:</b>	May 2015
<b>Price new:</b>	£24,545
<b>Engine:</b>	2.0-litre 4cyl diesel, 178bhp
<b>CO<sub>2</sub>/tax:</b>	115g/km/£30
<b>Options:</b>	See Issue 1,373 or <a href="http://autoexpress.co.uk">autoexpress.co.uk</a>
<b>Insurance*:</b>	Group: 27 Quote: £367
<b>Mileage/mpg:</b>	4,291/40.3mpg
<b>Any problems?</b>	None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** Sharp styling, lovely Ruby Red paintjob and classy touches like Dynamic LED headlamps (part of Titanium X pack) ensure Mondeo looks great



**WE DON'T** Plastic connector on parcel shelf is broken already, while fatigue alert is intrusive. Lots of light in cabin shows up fingermarks on touchscreen (left)

## Auto Express Verdict

OUR Mondeo looks brilliant, is as adept and refined as you'd expect it to be on long motorway hauls and comes with an array of hi-tech equipment. Take it out of its natural habitat, though, and it's slightly less convincing, feeling massive in town and unwieldy on B-roads.



## Fleetwatch



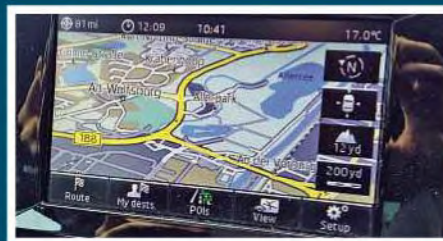
Road test editor Disdale got his Mk2 GTI fired into life with helping hand from the Mk7 on our fleet

### Volkswagen Golf GTI

OUR Golf came to the rescue of one of its elderly relatives when road test editor James Disdale woke his 1989 Mk2 Golf GTI from its enforced hibernation. Despite being connected to a solar trickle charger, the older VW's battery wasn't up to the task of turning the starter motor, so James called on the services of the younger Golf and his trusty jump leads.

After a couple of false starts, the classic VW coughed into life before settling down to a rock-steady idle. Yet while the engine ran faultlessly after a long lay-up, the rest of the car is in desperate need of some TLC. With two young children to entertain and a house renovation on the horizon, James will have his hands full to get the old GTI up to scratch. But he'll have to make the time, as soon this will become his only hit of VW hot hatch, with our Mk7 GTI set to leave the Auto Express fleet.

Until then, our man is going to savour every last moment in what could just be the greatest all-round performance car ever made. Fast, fun, affordable to run and practical, the latest GTI has every base covered.



### Skoda Octavia

ONCE again we've suffered at the hands of a VW Group product with a homesick sat-nav. We've seen the same fault in our SEAT Leon and also in a previous Octavia Estate, but now it's the turn of the Skoda Octavia Scout.

When senior news reporter Jonathan Burn jumped in our Skoda last week, he went straight for the sat-nav to help him navigate to an address in Lyndhurst, Hampshire. He had no problem using Skoda's intuitive set-up, but when he switched to the map view, he realised the screen had frozen on a location just outside VW's headquarters in Wolfsburg, Germany.

No amount of button pressing seemed to make any difference, and even restarting the engine failed to fix the fault. Strangely, the turn-by-turn directions in the instrument cluster worked fine. However, after leaving the car overnight the system was back to normal and functioning as usual in the morning.

We'll keep an eye on it over the next few months, and if the problem persists we'll book it into a dealer for a quick diagnostics check.

## Our fleet INDEX

<b>Alpina D3</b>	Issue 1,366
<b>Audi TT</b>	Issues 1,359, 1,365
<b>Citroen C4 Cactus</b>	Issues 1,365, 1,374
<b>Fiat Panda Cross</b>	Issues 1,359, 1,369
<b>Ford Mondeo</b>	Issue 1,373
<b>Ford Transit</b>	Issues 1,363, 1,371
<b>Kia Soul EV</b>	Issues 1,350, 1,360, 1,373
<b>Lexus NX 300h</b>	Issue 1,377
<b>Mazda 2</b>	Issue 1,370
<b>Peugeot 308 SW</b>	Issues 1,342, 1,356, 1,368
<b>Range Rover Sport</b>	Issues 1,356, 1,363
<b>Renault Twingo</b>	Issue 1,368
<b>SEAT Leon X-Perience</b>	New arrival
<b>Skoda Octavia Scout</b>	New arrival
<b>Toyota Verso</b>	New arrival
<b>Vauxhall Corsa</b>	Issues 1,354, 1,361, 1,374
<b>VW Golf GTI</b>	Issues 1,320, 1,332, 1,341, 1,352, 1,364, 1,373





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## THIS WEEK'S HOT KIT



## 4x4 EXPERIENCE GETS TEENS DRIVING EARLY

### NEW PRODUCT

#### Start Off-Road Land Rover Experience

RRP: From £43 Contact: [www.startoff-road.com](http://www.startoff-road.com)

SOME teenagers can't wait to get behind the wheel, so Land Rover's new experience might be just the answer as it allows 11-17-year-olds to take a Range Rover Evoque for a spin.

Start Off-Road is a new all-terrain driving experience aimed at youngsters, and has nine locations in England and Scotland, from Honiton in Devon to Strathallan Castle in Perthshire.

With a CRB-checked instructor to guide them, kids tackle the challenging off-road courses in an automatic Evoque. It's designed to be fun, and the youngsters get to slalom, reverse, brake and steer over steep hills, ditches, ruts, wet grass and mud.

The 147bhp diesel Evoques feature dual control so can be reined in if necessary, while brave parents can even join in as rear passengers.

There are 30, 60 or 90-minute experiences, at £43, £80 or £119 respectively. Group bookings and individual lessons are available as well.



### LET LOOSE

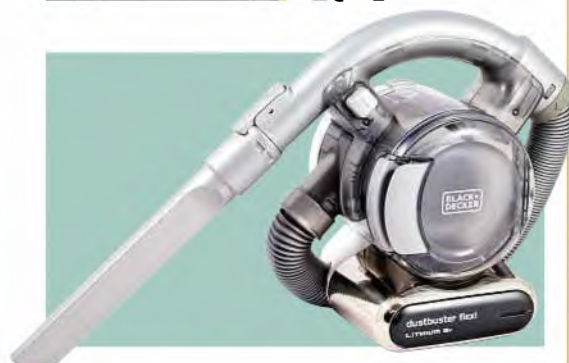
As with all the venues, Loseley Park in Surrey provides range of challenges for young drivers, all under the watch of CRB-checked driving instructors



## Cat Dow

### Got a query?

Cat\_Dow@dennis.co.uk  
@AE\_Consumer



### Q In-car dog hair dilemma

I'VE agreed to look after my friend's dog while she goes travelling, but I'm worried about it making my car dirty. I can't regularly vacuum as I live in a fifth floor apartment. What can I do?  
James Fodham, E-mail

**A** *CLEANING up after dogs can be a drag, but we'd recommend a car seat cover. They're on sale in pet shops or car accessory stores like Halfords from £7.99. You could also invest in a cordless vacuum, like the Black & Decker Dustbuster Flexi PD1820LGB (Issue 1,354, above). It's priced at £99.99. See [www.blackanddecker.co.uk](http://www.blackanddecker.co.uk).*

### Q Classic chrome bumper KO

MY father passed away earlier this year and left me his Riley Elf. It's a beautiful little car, but I've noticed some damage on the chrome bumpers. Is there a product I can use to fix this, or will they need rechroming?  
Phil Hampton, E-mail

**A** *THERE are many metal and chrome polishes on sale, containing mild abrasives to shift surface marks. They also come in different compounds, from aggressive to fine versions. Alternatively, one classic car owners' trick is to crumple some tin foil, dip it in vinegar and rub the surface gently.*

### Q Microfibre fad or old rag?

I'VE always used old T-shirts to clean my car, but I'm seeing more and more of these microfibre cloths. Are they really worth using instead of old rags?  
Edward Smith, E-mail

**A** *WHILE it's not a bad idea to recycle old clothes, microfibre cloths are a worthwhile investment. They're super absorbent, and their tiny fibres shift grime cotton can't. You can wash them lots of times before they become less effective, too. They come in all shapes and sizes, designed for glass, paintwork, drying and washing.*



**NEW VIEW** As well as route guidance, latest Garmin provides dash cam function, plus forward collision and lane departure alerts

# SAT-NAV SAFETY BOOST IS CAUGHT ON CAMERA

## FIRST TEST

### Garmin nüviCam 6 sat-nav

Best price: From £279.48 Rating: ★★★★★

Contact: 0808 238 0000, [www.garmin.com](http://www.garmin.com)

GARMIN has combined a sat-nav with a forward-facing camera in its nüviCam 6, and we put the device to the test.

The camera has various functions. For starters, it operates as a dash cam, recording journeys on a loop and automatically saving files if it detects an impact – so you'll have the evidence in the event of a crash. But it also offers forward collision and lane departure warnings, and out on the road, these safety features worked well, alerting us when they were meant to.

Yet the camera boosts the navigation experience, too; you get the Real Vision function, which relays real images of the

road on to the screen and overlays arrows on top to make tricky junctions easy to navigate. Whichever mode we were in, though, we found the wide six-inch display responsive.

As with previous Garmins, the nüviCam 6 offers highly accurate navigation. Our only gripe was that the traffic updates weren't always up to quite the same standard.

Voice recognition is also included, but again, it's not perfect. We found the set-up didn't always respond, and having to give it instructions over and over again proved frustrating – although Garmin isn't the only sat-nav brand struggling here, especially with regional accents. It's best to say addresses with individual digits but, even then, you may still find yourself giving up and having to type them in.

Still, the nüviCam 6 is sleek and well integrated, and on top of the safety benefits, you get lifetime European map updates.

## NEW PRODUCT

### MiFold Child Car Seat

RRP: £34.99 Contact: [www.mifold.com](http://www.mifold.com)

WHILE booster seats lift a child to fit with the car's seatbelt, the innovative new MiFold portable child seat pulls the belt down to fit your little one comfortably and safely.

The MiFold is 10 times smaller than a normal car child seat. It's so light and compact, a youngster can carry it around for use in friends' vehicles, or it could be packed away into a suitcase for a family holiday.

Engineered to protect those from the age of four upwards, the MiFold is made of aircraft-grade aluminium and comes in an array of colours. It's easy to clean, too: just pop it in the dishwasher. Pre-order on the website and you pay only £23.

MiFold is a fraction of size of a regular child seat, and pulls belt down



## news, deals & events



### Sumptuous Bentley phone answers call

BENTLEY has released the second mobile phone as part of its five-year partnership with Vertu.

The Vertu Signature features materials and finishes inspired by the Mulsanne Speed, including carbon fibre, polished stainless steel and Beluga black calf leather.

Owners also get a subscription to the 24-hour Vertu Concierge personal assistant service, accessible via the phone's ruby button. It's available to pre-order now, priced at £14,500.

### Fast-fit tyre centres forced into go-slow

FAST-fit centres are only half as quick as they were 10 years ago due to the wide range of tyres now on the market, according to automotive technology specialist epyx.

It found that only 40 per cent of motorists visiting a fast-fit centre got tyres replaced on their first visit, with the rest having to make a return trip.

David Goodyear, head of business development at epyx, said it was near-impossible for fast-fit centres to carry all the stock needed to cover the huge variations now on offer.

### Vauxhall stars old and new on show

CLASSIC and modern Vauxhalls will be on display at the Simply Vauxhall rally at the National Motor Museum at Beaulieu, Hants, on Sunday 26 July.

From post-war Crestas to the Viva and Cavalier right up to present day Insignias, all are welcome. Entry is £10 for adults and £5 for children, with visitors also able to vote for the People's Choice Awards. The winner will lead a parade of the most popular cars through Beaulieu's grounds. See [www.beaulieuevents.co.uk](http://www.beaulieuevents.co.uk) for more.

Know an event coming soon?  
Contact Cat\_Dow@dennis.co.uk

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## Mini test

### NEW PRODUCT

#### JetBlack Three-bike Boot Rack

Best price: £54.99

Contact: [www.chickencycles.co.uk](http://www.chickencycles.co.uk)

THIS attractively compact bike rack fixes in place using straps, and promises to attach to most vehicles without any hassle. With an adjustable folding mechanism, it can be stored flat, then refitted within a matter of minutes.

There are padded cushions to protect the car, and painted metal hooks for the straps. The mounts are soft enough not to mark the car, but strong enough to take the bikes' weight. Attaching cycles wasn't as easy as we'd have liked as the rubber clamps were stiff, yet they stayed secure.

At just over half the price, the JetBlack certainly gives our test Best Buy from Exodus a run for its money. But we had to lift the rack off to open the boot, so it's not quite as convenient.

Rating: ★★



## Your ticket to ride with a boot-mounted bike rack

**AE** Cat Dow

BIKE racks are a must when loading your car up for a family holiday, and boot-mounted versions are the cheapest. New to the market is the JetBlack Three-bike Boot Rack. Is it a better buy than our Issue 1,314 test winner, the Exodus Rear High Mount Three-Cycle Carrier?

We were looking for sturdiness, ease of use, storage and security. Value for money was also rated, with prices taken

from a variety of sources as we went to press. We tested the racks on a range of cars, yet found we had to switch the straps on the JetBlack to suit the longer rear screen of our Ford Mondeo, while the Exodus seemed a bit big for our Renault Twingo, even though the instructions said it was compatible.

In the end, our reigning champion came out on top again. Although it's more expensive, it feels more rigid.

**"We looked for sturdiness, ease of use, storage and security, plus value for money"**

### STILL THE BEST

#### Exodus Rear High Mount Three-Cycle Carrier

Best price: £99.99

Contact: [www.halfords.com](http://www.halfords.com)

THIS Halfords own brand three-cycle carrier features a metal frame that hugs the bootlid. Its sturdiness is one of the reasons it won our group test. It's simple to construct, although you do need to allow 15 minutes and follow the instructions closely first time round.

Once you've got the right angles for your vehicle, as spelled out in the paperwork, the frame feels the more secure of the two. It also holds the bikes away from the vehicle, thus preventing any damage to your paintwork.

It's much bulkier – and pricier – than the JetBlack, but feels more rigid. Plus, the boot opens with the bikes attached.

Rating: ★★★★★



## latest books & apps rated



### The Supercar Book for Boys

Martin Roach (Harper Collins, [harpercollins.co.uk](http://harpercollins.co.uk))

Price: £20 (hardback) Rating: ★★★★★

ONE of the best books to land on our desk of late. And girls shouldn't be put off by the title, as this is a wonderfully accessible compendium for everyone, packed full of facts and photos of the world's most beautiful cars. Author Roach's style expresses the passion he has for the topic and draws you in; so much so, it's as if you came along for the ride.

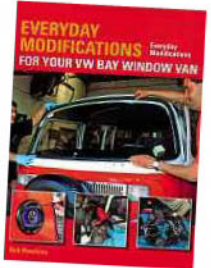


### Everyday Modifications For Your VW Bay Window Van

Rob Hawkins (Crowood, [crowood.com](http://crowood.com))

Price: £19.99 (paperback) Rating: ★★★★★

THIS is Hawkins' second guide for VW campers; this time, he looks at upgrades. The book invites any camper fan to attempt a modification, from reducing the noise to improving the ride. Hawkins gives practical advice on how long jobs will take, whether they can be done alone and what problems to look out for.



### Driven

Toby Vintcent (Moreton Street Books)

Price: £8.99 (paperback) Rating: ★★

NEW writer Toby Vintcent's commendable use of the glitz and glamour of Monaco and Formula One as a backdrop to a story of espionage and greed is unfortunately lost amid over-description and forced mystery. It's an ambitious debut novel, but the plot left us a little confused.



## App of the week



### iOnRoad

Available for: iOS, Android

Price: £3.99 Rating: ★★

AWARD-winning app promises to turn your phone into a dash cam, so we expected great things. It promotes driving efficiently, records your journey and warns you of safe distances and lane departure – all for £4. Sadly, it crashed a lot and was a distraction.



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# WHEEL SEALANTS

Which of eight halts dust and grime build-up on your alloys?

**PRODUCT GROUP TEST 8 | 7 | 2015**

Every week, we extensively test all the latest car kit from tyres to trim cleaners.

Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our huge online test archive.

**AE** Kim Adams

CLEAN alloys are the finishing touch to a sparkling car, but you want those good looks to last – so why not keep your rims shining for longer by applying a wheel sealant? Not only should these products hold the brake disc dust and road grime at bay by making it harder for particles to stick to the rim, but that slippery coating should also ensure the wheel is easier to clean when the time comes.

Traditionally, sealants have been similar to conventional waxes, but, just like on paintwork, synthetic products have joined in and raised the durability bar. So, which one is best for keeping your rims gleaming? We put eight to the test to find out.



## Armor All Shield for Wheels

**Best price:** £7.99 **Size:** 300ml

**Contact:** 0845 602 1995, [www.armorall.eu](http://www.armorall.eu)

**BEST BUY** WHEN we first saw Shield working in a wax test, we knew that Armor All's chemists had hit on something special. And if anything, the version for wheels is even more remarkable. It blew away rivals when we first tested it, and it still holds that advantage now. It's easy to apply, and although you have to leave it to dry for an hour, once on, it's there to stay. It led the way throughout our test, with only the Autoglym product providing any serious competition. A comprehensive winner here.

**Rating:** ★★★★★



## Autoglym Wheel Protector

**Best price:** £9.99 **Size:** 300ml

**Contact:** 01462 677766, [www.autoglym.com](http://www.autoglym.com)

**RECOMMENDED** GIVEN how brilliant Armor All's Shield for Wheels is, it was inevitable that rivals would come up with similar products, and Autoglym's Wheel Protector comes close to matching our Best Buy. You apply this sealant in the same way: it needs to be sprayed on to a clean rim and left for an hour or more. You also have to remove any overspray or run off from the tyre. It's worth the wait, though, as it was a match for our winner until the last few weeks of the test, when a few more spots made their way on to the otherwise clean section. A fine effort.

**Rating:** ★★★★★



## Wonder Wheels Wheel Sealant

**Best price:** £7.25 **Size:** 300ml

**Contact:** 0161 764 5981, [www.tetrosyl.com](http://www.tetrosyl.com)

**RECOMMENDED** BOASTING nanomeric technology, the Wonder Wheels Wheel Sealant is a dead ringer for our top two. First of all, it needs to go on to a clean and dry rim and be left for an hour to dry. Only a light coating is required, but it quickly makes its presence known – keeping the section free from marks for several weeks. We failed to see the 'infinite protection' the can claims, but it certainly works for a month or so. Compared to our top two, the grime built up quicker on the outer edge, although the inner section remained shiny.

**Rating:** ★★★★★



## Autobrite Direct Seal & Protect

**Best price:** £15 **Size:** 500ml

**Contact:** 01782 623819, [www.autobritedirect.co.uk](http://www.autobritedirect.co.uk)

THIS is primarily a paint sealant that can also be used on rims. It's a bit of a fiddle to apply, because not only do you need to clean and dry the wheel first, but you also have to wipe it down with isopropyl alcohol to provide the perfect base. Seal & Protect is then sprayed on, left for 15 minutes and buffed to a shine. Although some products kept wheels cleaner from the start, Autobrite slowed the build-up of dust throughout the test. It was also clearly still present when we cleaned our rim at the end.

**Rating:** ★★★

## SPRAY ON

We looked at how easy it was to apply each sealant, then rated them over eight weeks on the road



## How we tested them

THERE'S no point in applying a sealant if it doesn't keep grime at bay, so we worked eight into a sectioned-off rim and drove hundreds of miles over eight weeks while monitoring the build-up of dirt. Our schedule meant we could see how each performed over 150 miles straight after applying. Plus we rated how simple each was to apply, and checked ease of cleaning and beading at the end of the test. Our final consideration was price, taken from a variety of sources as we went to press.



## Verdict

ARMOR All Shield for Wheels remains our favourite, repeating its Issue 1,280 test victory, but the competition is closer. The new sealant from Autoglym takes second, while Wonder Wheels is third.

1. Armor All Shield for Wheels
2. Autoglym Wheel Protector
3. Wonder Wheels Wheel Sealant



### Meguiar's Hot Rims Brake Dust Barrier

**Best price:** £11.50 **Size:** 255g

**Contact:** 0870 241 6696, [www.meguiars.co.uk](http://www.meguiars.co.uk)

AMERICAN favourite Meguiar's claims its Brake Dust Barrier lasts through multiple washes, and it was certainly among the best when it came to beading at the end of the test – running away with water at a steady pace. It also started the grime test well, but dust built up a lot quicker than with our top three. Plus, the build-up was across the whole section, rather than just the outer edge. It was obviously working, but the leading trio have the edge – even though you spray on Brake Dust Barrier and leave it for an hour, just like those products.

**Rating:** ★★



### Poorboy's World Wheel Sealant

**Best price:** £13.95 **Size:** 8oz

**Contact:** 01924 469920, [www.poorboys.co.uk](http://www.poorboys.co.uk)

OUR pick of the traditional wax solutions for wheels, Poorboy's World Wheel Sealant can be used on aluminium, chromed and coated rims, and goes on just like a paste wax. As on paint, the wheel needs to be cool and clean before you rub on the sweet-smelling wax with a cloth or sponge. Let it haze, then buff off to a shine. The maker recommends two or three coats for extra protection, but you use very little, so this remains a cost-effective option. It started well, but the grime built up over time and there was barely any sign of it working at the end.

**Rating:** ★★



### Gtechniq C5 Wheel Armour

**Best price:** £22.50 **Size:** 30ml

**Contact:** 01327 811015, [www.gtechniq.com](http://www.gtechniq.com)

DETAILING specialist Gtechniq has gone its own way here with a tiny 30ml bottle of C5 Wheel Armour Ultra Durable 3S Nanocoat. You also get a pack of small cotton pads to apply it with – this is an easy process and you only use a tiny amount. Simply wipe it on and remove residue with a microfibre cloth. Initially, it was best of the rest after the top three, but it faded towards the end of our test, with grime building up. It was clearly still present, though, topping our bead test. It's a pricey yet effective option, perhaps best suited to more frequent cleaning.

**Rating:** ★★



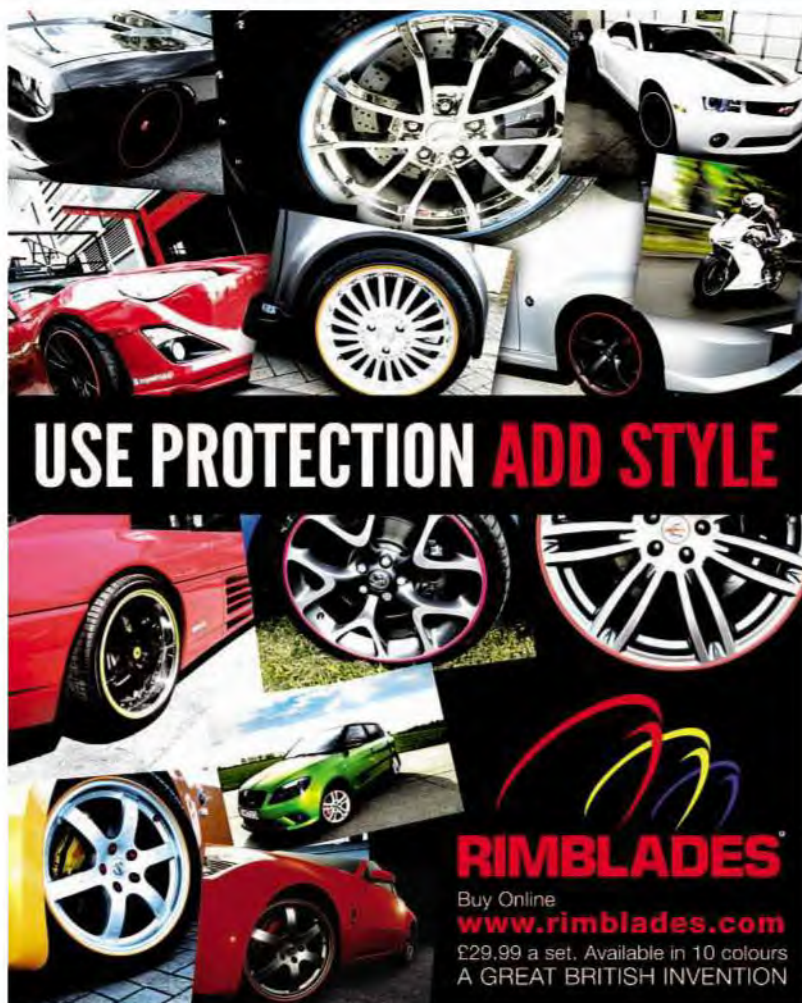
### Sonax Xtreme Wheel Rim Coating

**Best price:** £12.95 **Size:** 250ml

**Contact:** 01488 689400, [www.saxon-shop.com](http://www.saxon-shop.com)

PART of the revived Sonax Xtreme range, Wheel Rim Coating falls somewhere between our top three and waxes when it comes to application. It needs to be left for an hour after being applied with a cloth, which you do by wiping until the liquid film is gone. There was a thin layer of grime after our initial 150 miles, yet the wheel was still in a much better condition than if left untreated. Still, it was a clear step behind the top three. Plus, it showed little sign of still being present after cleaning at the end. It works, but the price holds it back here.

**Rating:** ★★



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**Years:** 2006 to present **CO<sub>2</sub>:** 162g/km  
**Fuel economy:** 41mpg (1.4 16V SE 5dr)  
**Best features:** Sat-nav, Bluetooth, hill-hold control, panoramic sunroof, cruise control, heated front seats  
**Prices:** From £2,750

**OVERALL SCORE** 88.92%  
Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

	200	150	100	50	1
RELIABILITY					32
BUILD QUALITY					98
RUNNING COSTS					57
PERFORMANCE					83
ROAD HANDLING					70
RIDE QUALITY					92
EASE OF DRIVING					45
SEAT COMFORT					63
PRACTICALITY					11
IN-CAR TECH					154

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"Responsive, easy to drive, reliable – a top all-rounder."

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"Great build quality, extremely versatile and comfortable."

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"A BIT thirstier than I was led to expect. I have to be very light-footed to get good fuel consumption."

"A little rattly with cheaper plastics and fittings. It's not as good as the VW Golf Estate I had previously."

"There is an annoying rattle in the dashboard and other bits of trim come loose at intervals."

"Problems with faulty wheel, air-con, sunroof and gears."

"The electric windows on my car have just failed."

"Not a great car to look at and I had a broken wing mirror adjuster, too."



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**Martin  
Saarinen**

**Got any car queries?**

Martin\_Saarinen@dennis.co.uk  
@AE\_Consumer

### Q Doors rattling on 3 Series

THE doors on my 2014 BMW 330d are rattling on the move. The dealership cleaned the door seals, but the problem persists. Is this a known issue with BMWs? What can I do about it?

David Ring, E-mail

**A** THIS seems to be a common problem on the 3 Series. Cleaning the seals helps, but other owners have found lubricating the seals can reduce rattling further. This will prolong the life of the seals, too. Some drivers have found Sil-Glide to be particularly effective.

### Q Hyundai warranty battle

MY Hyundai i30's air-con failed last year when it was still under warranty. I had it regassed, yet when I started using it this summer, it was broken again. Should I still be covered?

Vance Spence, E-mail

**A** IF a problem is reported under warranty and not fixed, you have a case for further repairs being done for free. In this instance, the air-conditioning seems to have been fixed and then deteriorated further, so we'd expect a partial contribution from Hyundai.

### Q Tyre cracking confusion

THE tyres on my Ford Fiesta are showing cracks after 8,600 miles. Bridgestone said it's down to the dressing I've applied, but I haven't had issues with other makes. What's going on?

Jason Craig, E-mail

**A** EACH brand of tyre reacts differently to various sprays depending on what compound it is. A common cause for cracking is silicone in the spray, which can lead the rubber to dry out. It's always best to contact your tyre supplier for advice on which products to use.

## WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



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## NEED TO KNOW

The third row of seats in the Grand C4 Picasso is fine for kids, but adults will find it cramped.

## NEED TO KNOW

While the C4 Picasso comes with a spare wheel, the Grand version only gets a puncture repair kit.

## NEED TO KNOW

The air-suspension can fail. Repairs are costly, but it is possible to convert to conventional springs.

# BUYER'S GUIDE: Citroen C4 Picas

FROM £2,500 MPV won awards new, and now looks great value second-hand

**AE** Richard Dredge

WE test some of the best new people carriers on Page 48, but if your budget doesn't stretch that far, Citroen's original five-seater C4 Picasso, and the seven-seat Grand model, are great choices. They're good to drive, easy to use, practical, well equipped and genuinely innovative, and proved a big hit when new. Plus, they picked up the coveted Auto Express MPV of the Year award back in 2007.

Despite their all-round usability, the C4 Picasso and Grand C4 Picasso suffer heavy depreciation – like most Citroens – so you can now buy one for under £3,000. This is spectacular value.

## History

THE seven-seat Grand C4 Picasso made its debut in January 2007, before the five-seat C4 Picasso arrived two months later with the same engine and trim options. That meant a choice of 1.8 or 2.0-litre petrol engines and 1.6 or 2.0 HDi diesels, plus manual or EGS semi-auto boxes; from August 2008, Citroen

also offered a 1.6 petrol option in normally aspirated (VTi) and turbo (THP) forms.

The high-spec Lounge special edition – based on the 2.0 HDi Exclusive – arrived in January 2008, with the EGS automatic box and five seats only. A facelift in October 2010 brought a tweaked nose and tailgate, more kit and a revised line-up, plus LED daytime running lights on VTR+ and Exclusive models. An all-new car was launched in 2013.

## Which one?

MOST C4 Picassos have a 1.6 HDi engine, and this is all you need. However, we'd avoid the EGS automatic gearbox, as it's less reliable than the manual alternative.

The EGS box is also an acquired taste, but the manual gearshift isn't all that pleasant, either. The 2.0-litre petrol engine came only with the EGS auto. Go for a revised car from late 2010 if you can (from £6,000), as these are better built and come with more kit.

Entry-level VTR models feature dual-zone climate control, a panoramic windscreen, electronically adjustable and heated door

mirrors plus powered front windows. VTR+ adds Bluetooth, electric rear windows, rear parking sensors and alloy wheels, while Exclusive spec brings automatic lights and wipers and upgraded cabin trim.

## Alternatives

WE test Ford's new S-MAX on Page 48, but the original version was crowned European Car of the Year in 2007 for its blend of style, driving fun and practicality. And while it can be a bit tight for seven, it has lots of kit and a decent reliability record.

The Toyota Verso is also dependable and practical, yet more expensive, while the Vauxhall Zafira is great value and versatile. If you want a five-seat compact MPV, take a look at the Renault Scenic; a seven-seat Grand Scenic is available, too. Both are good value and well packaged, but not

always as reliable as key rivals. We'd also recommend the Mazda 5; in Mk1 form, it wasn't always as dependable as you'd expect, but the Mk2 (from 2010) is better.

## Verdict

WHILE some recent Citroens have been rather forgettable, the brand has some cracking models in its range. The original C4 Picasso and Grand C4 Picasso are proof of this, with stylish design on the outside and some truly innovative features inside.

Yet it's clear Citroen still had work to do when this Mk1 version was developed, as reliability has been shaky. It's undoubtedly comfortable, practical, versatile and great value, but before you buy a C4 Picasso, you need to make sure everything works and that there's no damage from doing what the car was designed to do: carry families.

**"C4 Picasso and C4 Grand Picasso can now be bought used for less than £3,000. This is spectacular value"**



Thanks to Imperical Car Supermarkets in Hampshire for the loan of the Grand C4 Picasso in our pictures.  
Contact 023 8098 6917  
imperialcarsupermarkets.co.uk

## Tailgate

THE handle for the tailgate is made of plastic and tends to break through fatigue. Once that happens, the switch that opens the boot follows.



Tom Wood

## Radio

AS you'd expect, a radio is standard on all models, but the reception can be very poor. Dealers don't have a fix yet, so don't expect a quick resolution.



## Electrics

MOST of the Citroen's electrical functions are activated via a computer, which can go on the blink. As a result, items such as the fuel filler flap opener stop working.



## Washer

THE windscreen washer reservoir is way too small, and you can empty it on a single long journey if the weather is filthy. Be prepared to carry some water.



## How much?

	13 2013	12 2012	60 2011	58 2009	07 2007
Model					
1.6 VTI VTR+	£10,150	£7,850	£6,695	N/A	N/A
1.8 SX	N/A	N/A	N/A	£4,150	£3,250
2.0 SX auto	N/A	N/A	N/A	£4,675	£3,650
1.6 HDi VTR+	£10,995	£9,250	£7,595	£5,595	£4,250
1.6 HDi VTR+ EGS	£11,395	£9,495	£6,950	£4,995	£3,875
2.0 HDi Exclusive EGS	N/A	£10,195	£7,450	£5,995	£4,750
2.0 HDi VTR+ EGS	N/A	N/A	£7,250	£5,350	£3,995

JUST £2,500 gets you a C4 Picasso if you hunt around, but most cars cost at least £3,000. The cheapest models have generally covered over 130,000 miles; cap your search at 70,000, and you still don't need to spend more than £3,500 for a petrol Picasso or £4,000 for a diesel.

There are 10 times as many 1.6 HDi cars than 2.0 HDIs. Spend £5,000, and you could get a 65,000-mile 07-plate 1.6 HDi VTR+, while an extra £1,000 buys a 40,000-mile 58-plate 1.6 HDi Exclusive with the EGS transmission.

## Running costs

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
1.6 VTI	13-14	38-40mpg	159-174g/km	£180-£205
1.6 THP 155 EGS	15-18	38-40mpg	159-173g/km	£180-£205
1.8	12-13	35mpg	190g/km	£265
2.0 EGS	15-18	35mpg	190g/km	£265
1.6 HDi	12-15	47-55mpg	132-155g/km	£130-£180
1.6 HDi EGS	12-18	49-56mpg	125-150g/km	£110-£145
2.0 HDi EGS	16-19	46-53mpg	139-159g/km	£130-£180

ALL C4 Picassos need attention every 20,000 miles or two years, apart from the 1.6 HDi, which cuts this to every 12,500 miles. Services alternate between minor and major, priced at £140 and £250 respectively, although cars over three years old are eligible for discounted servicing – costing £115 and £195.

On top of this, all engines are fitted with a timing belt, which has to be replaced every 10 years or 95,000 miles (petrol engines), 112,000 miles (1.6 HDi) or 160,000 miles (2.0 HDi). This job is priced at £345, or £295 for cars over three years old. Fresh brake fluid is needed every two years (£55), coolant after four years or 80,000 miles, then every service (£49).

## Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£70.15	£29.49
Front brake discs (pair)	£106.99	£49.98
Door mirror glass (electric)	£32.70	£15.99
Front wiper set	£21	£30.99

Prices for a 2011 C4 Picasso 1.6 HDi. Dealer figures supplied by Sutton Park Citroen, Works ([suttonparkgroup.co.uk/citroen](http://suttonparkgroup.co.uk/citroen)). Independent prices from Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com))

## Recalls

THE C4 Picasso has had 10 recalls. The first came in July 2008 due to the possibility of brake servo failure. More cars went in a month later, as the glass roof could detach. Braking issues led to a recall in September 2008, while another three months later was due to electrical glitches.

Seatbelt defects, fuel leaks and electric parking brake malfunctions were the reasons behind recalls in June 2010, February 2011 and April 2011 respectively. Further seatbelt problems and electrical short circuits led to more callbacks in March and December 2012.

# SO

## Performance

0-62mph/top speed  
12.7 seconds/112mph



## Running costs

47-55mpg (1.6 HDi)  
£73 fill-up



## CO<sub>2</sub>/tax

132-155g/km  
£130-£180



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## OUR VIEW

THE first-generation C4 Picasso didn't make it into our Driver Power 2015 satisfaction survey. It hasn't featured in Driver Power since 2012, when it finished 61st, and scored fourth for practicality but 87th for reliability. The Mk2 car managed just 77th place in 2015, two years after its arrival.

## YOUR VIEW

DAVID Sowerby from Market Drayton, Shropshire, owns a 2009 C4 Picasso 1.6 HDi. "It's incredible value, the engine provides plenty of pulling power and economy is good, too," he told us. But much of the interior feels flimsy and I've had quite a lot of reliability issues. These have somewhat spoiled the ownership experience."



## Interior

THE hi-tech dash looks unusual, if a little unappealing, but the seats are widely adjustable and visibility is great due to the panoramic screen. Boot space is good, at 500 litres, or 1,734 litres with the seats down. The Grand C4 Picasso offers 208, 576 and 1,951 litres in seven, five and two-seat mode respectively.

## Contacts

Official  
[www.citroen.co.uk](http://www.citroen.co.uk)

Forums  
<http://c4owners.org>  
[www.citroencarclub.org.uk](http://www.citroencarclub.org.uk)  
[www.citroenpicasso.org.uk](http://www.citroenpicasso.org.uk)

# Car hunter

**£12,000** for a double-cab pick-up. Which one?

**Dear Lawrence,** I'm a building site co-ordinator and am looking for a practical and reliable double-cab pick-up. What should be on my shortlist for £12,000?

**Roger Hawkins,** Aylesbury, Bucks

**Contact:** Lawrence\_Allan@dennis.co.uk



CARS

## THE COMFORTABLE CHOICE



### Nissan Navara

**FOR:** Decent cabin, rides well, lots of kit

**AGAINST:** Not quite as rugged as rivals

If you're after a pick-up that drives well on the road, consider Nissan's Navara. Before the VW Amarok and new Mitsubishi L200 came along, it was our class leader, mixing on-road refinement, decent off-road ability, practicality and the most car-like cabin here.

The torquey 2.5-litre diesel is the best option, as it's reasonably smooth, punchy and capable of 30mpg. Our classifieds search unearthed a 2011 2.5-litre dCi Acenta with 62,000 miles for £11,495.

## THE ROBUST CHOICE



### Toyota Hilux

**FOR:** Tough, spacious, bulletproof image

**AGAINST:** Dated looks, refinement is lacking

The Hilux has a global reputation as a tough working 4x4 that can tackle any terrain – just ask the UN. It has more kit than ever, although the Nissan is more plush. The 2.5-litre diesel struggles, so the beefier 3.0-litre makes more sense and isn't too thirsty.

The ride is bouncy, and there's a lot of wind and road noise, but the big Toyota is durable and capable in the rough. We spotted a 61-reg Invincible 3.0-litre with 66,000 miles on the clock for £11,900.

## THE CURVY CHOICE



### Mitsubishi L200

**FOR:** Stylish looks, strong towing capacity

**AGAINST:** Vague steering, cheap cabin

IT'S just being replaced, but the L200 still looks a lot more stylish than some more boxy rivals. Don't be fooled by its curvy design, though; it's just as capable off-road and when towing. It rides a bit better than the Hilux, yet does roll about and the steering is vague.

Still, performance and economy are just about adequate. It's just a shame that the cabin feels cheap compared to the other pick-ups here. A 68,000-mile 2011 2.5 Trojan model can be yours for £11,450.

INTERIOR



THE Nissan is a little bit less agricultural inside than its rivals, with switchgear from the X-Trail SUV, plus a good amount of space. Its load bed is a decent size, although drivers have to put up with a large turning circle.



EQUIPMENT is generous in the Hilux's cabin compared to pick-ups of old, and it's solidly built, but it's still full of hard, rough plastics. Towing capacity is slightly down on rivals, yet the load bed is the longest of this trio.



WHILE there's enough space for four in the Mitsubishi's interior, everything feels a bit flimsy and cheap, even in this company. The load bed isn't particularly large, either, although the towing capacity is the best here.

RELIABILITY



AS with the other pick-ups here, the Navara has been built to withstand working punishment. There have been reports of electrical faults, which is most unlike a Nissan, but generally it's a durable car mechanically.



ALTHOUGH none of the three pick-ups here is unreliable, owners report that the Toyota has the best reputation when it comes to unbreakable mechanicals – and there's very little else to go wrong in terms of tech.



THE L200 is the only model here to offer a five-year/125,000-mile warranty, which provides great peace of mind and shows the confidence Mitsubishi has in its pick-up. It's as mechanically durable as its rivals, too.

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## Supermini superstars

Which of these small cars makes more sense on the second-hand market?

Interior is busy, but Titanium spec brings lots of kit



### Ford Fiesta

68.9mpg (official)  
£48 fill-up



### Ford Fiesta 1.4 TDCi Titanium

**Years:** 2008 to date **Engine:** 1.4-litre 4cyl, 69bhp  
**Insurance group:** 8E **Econ/CO<sub>2</sub>:** 69mpg/107g/km  
**Why?** Popular Fiesta has always been the supermini choice for keen drivers, and diesel brings cost savings.

**Prices from:** **£4,595**

THE Ford Fiesta is Britain's best-selling car with good reason: it's a solid buy whatever engine you choose. This is mainly thanks to the impressive chassis, which combines agility and engagement with a refined and comfortable ride, plus quick steering.

We love the driving position and there's plenty of kit in Titanium spec. The dash layout is a bit fiddly and dated, however, so make sure you can live with the button-heavy design. And while the Fiesta is a decent size for four adults, and has a generous 295-litre boot, it trails Kia's Rio for rear space and cubbyholes.

The 1.4-litre TDCi diesel lags behind its rival here for outright power and pace, and isn't quite as efficient, either. Yet in the real world the Fiesta feels nearly as quick, while the difference at the pumps is minimal.

The Ford finished a reasonable 52nd in our Driver Power 2015 satisfaction survey. A few owners reported build quality issues, but that's not surprising as there are so many on the road.



**Ford trails on rear seat space, but scores on driver appeal and features a bigger boot**

### 1 Ford Fiesta

BRITAIN'S best-selling new car adds up just as much as a second-hand buy. The Fiesta isn't perfect, but stands out in a very competitive class thanks to its impressive all-round abilities.



In 3 trim, Rio is well equipped; cabin feels solid



### Kia Rio

70.6mpg (official)  
£52 fill-up



**There's lots of head and legroom in Kia, and boot is still roomy, yet vague steering is letdown**

### 2 Kia Rio

THERE'S plenty to like about the Rio, and it loses out only narrowly here – a better ride and steering may have given a different result. It's still a fine buy, and the seven-year warranty is a huge positive.

### Kia Rio 1.4 CRDi 3

**Years:** 2011 to date **Engine:** 1.4-litre 4cyl, 89bhp  
**Insurance group:** 7 **Econ/CO<sub>2</sub>:** 71mpg/105g/km

**Why?** Stylish Rio is well built, punchy and efficient, with plenty of space. The seven-year warranty appeals, too.

**Prices from:** **£5,695**

WHEN it was launched in 2011, the latest Rio banished all memory of its bland predecessor with its sharp new design and classier cabin. It looks more modern than the Fiesta and has an equally solid cabin, with lots of toys in 3 spec.

Unfortunately a DAB radio has only recently been added, as part of a 2015 facelift, although the radio and dash controls are easier to use than the Ford's. For a supermini it offers loads of head and legroom, but the boot is a touch smaller than the Fiesta's. It makes up for this with good storage areas throughout.

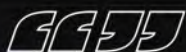
On the road, the Rio is a mixed bag. The 1.4-litre diesel is smooth, swift, efficient and refined, and there's a sixth gear for motorway cruising. It's almost as agile as its rival, but the steering is light and vague, while the ride can be stiff and bumpy on some models.

The Mk3 Rio fell from fifth in Driver Power 2014 to 59th in 2015 due to ride and reliability concerns, but Kia's market-leading seven-year warranty offers used buyers real peace of mind.



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### DMS 997 TURBO 3.8 PDK (EVO JUNE '11)

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997 TURBO/S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
CAYENNE GTS » 440 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 300+ BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 305+ BHP

#### MERCEDES-BENZ

'63' 5.5 Bi-TURBO ALL MODELS » 600+BHP  
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP  
SL65 BLACK » 720+ BHP (+DELIMIT)  
SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG » 530+BHP (+DE-LIMIT)  
SL63 AMG » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DELIMIT)  
SLK 350 » 328 BHP  
220 CDI ALL MODELS » 210+ BHP  
250 CDI ALL MODELS » 259+ BHP  
320 CDI V6 » 274 BHP  
350 CDI V6 » 312 BHP  
420 /450 CDI V8 » 358 BHP

#### BMW

M5/M6 F10 » 620+ BHP  
M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618 BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M3 E46 » 370 BHP (+DE-LIMIT)  
F10 520D » 221 BHP  
F10 530D » 296 BHP  
F10 535D » 358 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
730D » 290+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 296 BHP  
X6 X50i 4.4 » 500+BHP  
535D / 335D / X5 SD » 355+ BHP  
M135i Please call

#### EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP  
FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 600+BHP  
LP640 » 707 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
ALL 2014 MASERATI'S Please call  
AUDI RS6 4.0 T V8 Please call  
AUDI RS6 V10 » 680+BHP +DE-LIMIT  
AUDI R8 V1 » 592+BHP  
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT  
AUDI RS3 » 420+ BHP  
AUDI Q7/A8 4.2 TDi » 400+ BHP  
AUDI 3.0TDi (ALL MODELS) » 300+ BHP  
AUDI S3 / GOLF R » 317+ BHP  
ALL 2014 RANGE ROVERS AVAILABLE  
RANGE ROVER 4.4 TDV8 » 395 BHP  
R ROVER SPORT 3.0D » 305 BHP  
EVOQUE 2.2 DIESEL » 240 BHP  
BENTLEY 4.0 T V8 » 600+ BHP  
BENTLEY CGT/F-SPUR (INC 2013) » 660 BHP  
GT SPEED / SUPERSPORT » 680+ BHP

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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (£130/E140)  
**BAND F:** 141-150g/km CO<sub>2</sub> (£145/E145)  
**BAND G:** 151-165g/km CO<sub>2</sub> (£180/E180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (£295/E205)  
**BAND I:** 176-185g/km CO<sub>2</sub> (£350/E255)  
**BAND J:** 186-200g/km CO<sub>2</sub> (£490/E265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (£640/E290)  
**BAND L:** 226-255g/km CO<sub>2</sub> (£870/E490)  
**BAND M:** Over 255g/km CO<sub>2</sub> (£1100/E505)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

### ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 8400 / Dealers: 25  
Warranty: 3 years/unlimited miles

**500 - 3657x1627mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** 87th

1.4 T-Jet 500	G	43.5	7.9	155	27	E14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	28	E17990
1.4 T-Jet 595 Competizione	G	48.7	6.7	155	28	E19890
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	E32990

500C/595C: add £1800, auto: add £1265

### ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46  
Warranty: 3 years/unlimited miles

**MiTo - 4063x1720mm, EURO-NCAP★★★★**  
**DRIVER POWER POS:** 155th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	E14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	E15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	E16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	19	E17910
875cc TwinAir (105) Progression	A	67.2	11.4	99	13	E13860
875cc TwinAir (105) Junior	A	67.2	11.4	99	13	E14960
875cc TwinAir (105) Distinctive	A	67.2	11.4	99	13	E16160
1.4 TB MultiAir (140) TCT D'rive	D	50.4	13.0	130	9	E12760
1.4 TB MultiAir (140) TCT D'rive	D	52.3	8.1	124	22	E17710
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	27	E20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

**Giulietta - 4351x1798mm, EURO-NCAP★★★★**  
**DRIVER POWER POS:** 62th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	E19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	E19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	E20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	E20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	E21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	E18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	E19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	E20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	E20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	E21200
1.75T (240) TCT Q'foglio Verde	G	40.4	6.0	162	25	E28330

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

**4C - 3989x2090mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

1.5T TCT 4C	G	41.5	4.5	157	N/A	E51500
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4C Spider: add £8000

### ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18  
Warranty: 2 years/unlimited miles

**D3 - 4628x1811mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	E46950
3.0 auto D3 Bi-Turbo Touring	F	53.3	4.6	142	50	E49950

**B3 - 4628x1811mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	E45950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	E46950

**D5 - 4913x1860mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	E56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	E59950

**B5 - 4905x1811mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	E75150
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**B7 - 5092x1902mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	E98800
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**XD3 - 4651x1901mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	E56450
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**D4 - 4640x1825mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	E50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	E45950

**B4 - 4640x1825mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	E58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	E62950

**B6 - 4894x1894mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	E92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	E97850

### ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1  
Warranty: 3 years/unlimited miles

**Atom - 3410x1798mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	E30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	E35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	E48800

**Nomad - 3215x1850mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	E33000
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### ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22  
Warranty: 3 years/unlimited miles

**Rapide S - 5020x2140mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	E150299
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**Vantage - 4380-4385x1865mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	E87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	E92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	E97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	E139155

Auto: add £5000, Vantage Roadster: add £9000

**DB9 - 4720x1875mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

6.0 V12 auto Coupe GT	M	19.8	4.6	333	50	E140000
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DB9 Volante: add £10000

**Vanquish - 4721x1905mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	E194150
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Vanquish Volante: add £12000

### AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121  
Warranty: 3 years/60000 miles

**A1 - 3954x1740mm, EURO-NCAP★★★★**  
**DRIVER POWER POS:** 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	E14355
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	E16330
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	E15430
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	E16730
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	E17405
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	E18725
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	E19520
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	E19400
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	E25420

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

**A3 - 4237x1777mm, EURO-NCAP★★★★**  
**DRIVER POWER POS:** 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	E18615
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	E19915
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	E20765
1.6 TDI (110) ultra SE 3dr	A	83.1	10.5	89	N/A	E20865
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	E22215
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	E22265
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	E23615
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	E24885
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	36	E30980
2.5 TFSI (367) quattro RS3 Sp'back J	J	34.8	4.3	189	N/A	E39950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	E30340

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £3360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

**A4 - 4701-4716x1826mm, EURO-NCAP★★★★**  
**DRIVER POWER POS:** 151st

1.8 TFSI (170) SE Technik	E	48.7	8.1	134	24	E27420
2.0 TDI ultra (136) SE Technik	B	68.9	9.3	108	23	E29240
2.0 TDI (190) SE Technik	B	60.1	7.7	124	N/A	E29740
2.0 TDI ultra (163) SE Technik	B	67.3	8.3	109	27	E29740
2.0 TFSI (225) Black Edition	H	39.2	6.4	166	34	E36585
3.0 V6 TFSI quattro S tronic S4	I	36.7	5.0	179	36	E40085
4.2 V8 FSI quat S tronic RS4 Avant	L	26.4	4.7	249	41	E56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (190), A4 Avant: add £1200-£1315, quattro: add £1560 to 2.0 TDI (190), S line: add £1085 to SE, Black Edition: add £3420 to SE Technik, S4 Black: add £1075 to S4

**A5 Sportback - 4712-4718x1854mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** 26th

1.8 TFSI SE Technik Sdr	E	48.7	8.2	136	27	E30035
2.0 TFSI quattro SE Technik Sdr	G	41.5	7.1	159	29	E34730
2.0 TDI ultra (136) SE Technik Sdr	B	67.3	8.5	109	24	E31385
2.0 TDI (177) SE Technik Sdr	C	60.1	8.5	120	28	E31515
2.0 TDI (150) m/tronic SE Tech Sdr	D	58.9	9.4	127	24	E33340
3.0 V6 TFSI quattro S tronic S line	G	48.7	6.2	152	34	E41090
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	E42990

Auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

**A6 - 4933-4979x1874-1936mm, EURO-NCAP★★★★**  
**DRIVER POWER POS:** 54th

2.0 TDI ultra (190) SE	C	65.7	8.4	113	31	E31955
3.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	E38095
3.0 TDI (272) quattro S tronic SE	E	55.4	5.5	133	41	E41415
3.0 BITDI quattro tiptronic SE	G	47.1	5.0	159	43	E46125
4.0 V8 TDI quattro S tronic S6	K	30.7	4.4	214	47	E56000
4.0 V8 TDI quattro tiptronic R56 Avant	K	29.4	3.9	223	50	E77995

Auto: add £1490 to 2.0 TDI, quattro: add £1760 to 3.0 TDI (218),  
A6 Avant: add £2000, S line: add £2410-£2450 to SE, Black  
Edition: add £2175 to S line

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- ▶ Cruise control
- ▶ 16" alloy wheels
- ▶ Audi parking system, rear

[audi.co.uk/offers](http://audi.co.uk/offers)

Business users only with Contract Hire. ^

Official fuel consumption figures for the Audi A3 SE Technik 1.6 TDI ultra 110PS manual in mpg (l/100km): Urban 72.4 (3.9), Extra Urban 88.3 (3.2), Combined 83.1 (3.4). CO<sub>2</sub> emissions: 89g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. \*At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. ^Plus VAT and initial rental. Business users only. Based on the Audi A3 SE Technik 1.6 TDI ultra 110PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,374.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (July 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

	Eco band	MPG	l/100ph	CO <sub>2</sub>	Insurance group	List price
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345

Continental - 4804x5290x1916-1945mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645

Continental GT C: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

## BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153  
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 101st

1.6 118i SE 3dr	D	52.3	8.5	125	18	£20245
1.6 118i Sport 3dr	D	52.3	8.5	125	18	£21245
1.6 120i Sport 3dr	E	48.7	7.4	136	21	£23295
2.0 125i M Sport 3dr	G	42.2	6.4	157	28	£26375
3.0 M135i 3dr	J	35.3	5.1	188	37	£31195
1.5 116d ED 3dr	A	83.1	10.4	89	15	£22030
2.0 118d SE 3dr	B	70.6	8.3	104	19	£22325
2.0 118d Sport 3dr	B	70.6	8.3	104	19	£23325
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£24775
2.0 auto 125d M Sport 3dr	D	61.4	6.3	121	30	£29800

Auto: add £1490-£1685, 5dr: add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 51st

2.0 316d ES	C	62.8	10.9	119	20	£26275
2.0 316d SE	C	62.8	10.9	119	20	£27125
2.0 318d SE	C	62.8	9.1	119	25	£28375
2.0 318d Luxury	C	62.8	9.1	119	25	£30875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32	£29475
2.0 320d SE	C	61.4	7.5	120	32	£29475
2.0 320d Luxury	C	61.4	7.5	120	32	£31975
2.0 325d SE	D	57.6	6.8	129	35	£31275
2.0 325d Luxury	D	57.6	6.8	129	35	£33775
3.0 auto 330d SE	D	57.6	5.6	129	35	£34675
3.0 auto 330d Luxury	D	57.6	5.6	129	38	£37175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43	£41720
1.6 316i ES	E	47.9	8.9	137	23	£24255
1.6 316i SE	E	47.9	8.9	137	23	£25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26425
2.0 320i SE	F	44.8	7.3	147	31	£27270
2.0 320i Luxury	F	44.8	7.3	147	31	£29770
2.0 328i SE	F	44.1	5.9	149	36	£30470
2.0 328i Luxury	F	44.1	5.9	149	36	£32970
3.0 335i Luxury	J	35.8	5.5	186	38	£38460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38	£42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44645
3.0TT M4	K	32.1	4.3	204	45	£66590

Auto: add £1550, xDrive: add £1500 to 320i, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, M Sport: add £500 to Luxury

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A  
DRIVER POWER POS: 51st

2.0 320i SE	G	42.2	7.9	155	31	£29905
2.0 320i Luxury	G	42.2	7.9	155	31	£31905
2.0 328i SE	G	41.5	6.1	157	35	£33105
2.0 328i Luxury	G	41.5	6.1	157	35	£35105
3.0 335i Luxury	J	34.9	5.7	189	38	£40565
3.0 318d SE	D	61.4	9.7	122	24	£31275
3.0 318d Luxury	D	61.4	9.7	122	24	£33275
3.0 320d SE	D	57.6	8.0	130	30	£32375
3.0 320d Luxury	D	57.6	8.0	130	30	£34375
3.0 325d SE	E	54.3	7.1	136	34	£34305
3.0 325d Luxury	E	54.3	7.1	136	34	£36305
3.0 auto 330d SE	E	54.3	5.7	137	40	£37705
3.0 auto 330d Luxury	E	54.3	5.7	137	40	£39705
3.0 auto 335d xDrive Luxury	F	49.6	4.9	149	42	£44120

Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4907x4998x1860-1901mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 47th

2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50825
4.4 V8TT DCT M5	L	28.5	4.3	232	48	£74835
4.4 V8TT DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91890

Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A  
DRIVER POWER POS: 47th

2.0 auto 520d SE	F	51.4	8.9	144	33	£38045
2.0 auto 520d Luxury	F	51.4	8.9	144	34	£40845
3.0 auto 530d SE	G	48.7	6.2	153	43	£46965
3.0 auto 530d Luxury	G	48.7	6.2	153	44	£48965

	Eco band	MPG	l/100ph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 535i Luxury	J	34.4	6.1	192	44	£49465
3.0 auto 535d Luxury	G	47.9	5.7	154	46	£51885
4.4 V8 auto 550i Luxury	K	30.7	5.0	214	46	£59515

M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d Luxury, add £950 to 550i Luxury

7 Series - 5072x5212x1902mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0 auto 740i SE	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47	£66200
3.0 auto 730d SE	F	50.4	6.1	148	48	£58275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65465
4.4 auto 750i SE	J	32.8	4.8	199	49	£71515
6.0 V12 auto 760i SE	M	21.1	4.6	314	50	£102015

Long wheelbase: add £3000 to petrol, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760i

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5T 218i SE	C	57.6	9.2	115	13	£22475
2.0T 220i Sport	E	47.9	7.5	137	20	£25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£31175
1.5 216d SE	A	74.3	10.6	99	11	£23410
2.0 218d SE	B	68.9	8.9	109	15	£24555
1.5T 220d Sport	C	64.2	7.6	115	21	£27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 100th

2.0 xDrive20i SE	I	37.7	7.8	176	28	£27280
2.0 xDrive16d SE	D	57.6	11.5	128	18	£24230
2.0 xDrive18d SE	D	57.6	9.6	128	22	£25330
2.0 xDrive20d EfficientDynamics	C	62.8	8.3	119	24	£26760
2.0 xDrive20d SE	D	57.6	7.8	129	24	£26760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£26830
2.0 xDrive20d SE	F	51.4	8.1	145	24	£28860
2.0 xDrive25d xLine	G	47.9	6.8	155	26	£32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27	£33540

Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 24th

2.0 xDrive18d SE	D	60.1	9.5	124	26	£31295
2.0 xDrive20d SE	E	54.3	8.1	136	30	£32955
3.0 auto xDrive30d SE	G	49.6	5.9	159	39	£40060
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£46690

Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.0 xDrive20d SE	E	54.3	8.1	136	31	£36880
3.0 auto xDrive30d xLine	G	49.6	5.9	159	31	£45160
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£50290

Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

4.4 auto xDrive50i SE	L	27.2	5.0	242	49	£60390
2.0 auto xDrive25d SE	F	50.4	8.2	149	42	£40945
2.0 auto xDrive25d SE	G	48.7	8.2	154	42	£45250
3.0 auto xDrive30d SE	G	45.6	5.9	162	44	£48250
3.0 auto xDrive40d SE	G	45.6	5.9	164	47	£50910
3.0 auto M50d xDrive	I	42.2	5.3	177	49	£64020
4.4 V8TT auto X5 M	M	25.4	4.2	258	50	£90170

M Sport: add £4700 to 30d SE or £4125 50i SE

X6 - 4909x1989mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0 auto M50d xDrive	H	42.8	5.2	174
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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 sDrive20i	G	41.5	6.9	159	38	£29840
2.0 sDrive28i M Sport	G	41.5	5.7	159	40	£37390
3.0 sDrive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 DCT sDrive35i	K	31.4	4.8	210	43	£45950

Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

#### 6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto 640i SE	I	37.2	5.3	176	47	£60630
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£69790
4.4 V8 TCT DCT M6	L	28.5	4.2	231	50	£93250

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

#### 18 - 4689x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 TT/eDrive auto i8	A	113.0	4.4	59	50	£99895
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#### CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2  
Warranty: 1 year

#### Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A

660cc T160	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 51C 620R	N/A	2.8	N/A	N/A	N/A	£49995

5 Pack: add £2995, R Pack: add £3995, VV chassis: add £2500, DIY kit: £3000 less than factory build

#### CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A  
Warranty: 3 years/100000 miles

#### Camaro - 4837x1917mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
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Auto: add £1500, Convertible: add £5000

#### Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

#### CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196  
Warranty: 3 years/60000 miles

#### C-zero - 3475x1475mm, EURO-NCAP N/A DRIVER POWER POS: N/A

64hp auto C-zero	A	N/A	15.9	0	28	£21216
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#### C1 - 3465x1884mm, EURO-NCAP N/A DRIVER POWER POS: 96th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG auto VTR+	A	67.3	14.6	97	7	£11185

5dr: add £400 to Flair 3dr, Ainspire: add £160 to select models

#### C3 - 3941x1728mm, EURO-NCAP N/A DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	A	64.2	14.2	102	9	£12485
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	B	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240

ETG auto: add £620 to e-HDi (90) Exclusive

#### DS 3 - 3948-3962x1715-1717mm, EURO-NCAP N/A DRIVER POWER POS: 67th

1.2 PureTech (82) DStyle	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto DStyle	F	43.5	10.9	130	16	£16630
1.6 e-HDi (90) DStyle	A	76.3	12.5	95	16	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DSport	D	50.4	7.5	129	26	£19600
1.6 BlueHDi (120) DSport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), DStyle: £900 less than DSport

#### C4 - 4329x1789mm, EURO-NCAP N/A DRIVER POWER POS: 15th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

#### C4 Cactus - 4157x1729mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890

#### DS 4 - 4275x1810mm, EURO-NCAP N/A DRIVER POWER POS: 123rd

1.6 e-HDi (115) DStyle	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£19755
1.6 VTI (120) DStyle	F	46.0	12.2	144	14	£17855
1.6 THP (200) DStyle	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle	F	44.0	9.9	178	21	£21765
1.6 VTI (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DStyle	F	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	F	55.0	9.3	134	22	£22700

Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

#### CS - 4779x1860mm, EURO-NCAP N/A DRIVER POWER POS: 112th

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR

#### DS 5 - 4530x1871mm, EURO-NCAP N/A DRIVER POWER POS: 106th

1.6 BlueHDi (120) DStyle	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	B	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle	B	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) DStyle	B	68.9	8.3	107	27	£31600
1.6 THP (200) DSport	C	42.2	8.5	155	27	£28920
2.0 HDi (160) DSport	C	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto DSport	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DSport	B	68.9	8.3	107	28	£33700

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

#### Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A DRIVER POWER POS: 126th

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	B	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	B	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	C	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	C	53.3	12.1	134	10	£17905

#### C3 Picasso - 4078x1730mm, EURO-NCAP N/A DRIVER POWER POS: 108th

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	B	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	F	42.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095

ETG6 auto: add £1650 to VTI (95), £900 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

#### C4 Picasso - 4428x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	F	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	B	67.3	12.9	110	15	£19710
1.6 e-HDi (115) ETG6 VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) VTR+	B	70.6	11.8	105	18	£20510
1.6 THP (165) Exclusive	D	50.4	8.4	130	21	£22670
1.6 e-HDi (115) Exclusive	B	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£23010

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive

#### Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.6	145	13	£19460
1.6 HDi (90) VTR	A	67.3	12.9	110	15	£20850
1.6 VTI (120) VTR+	F	44.8	12.3	145	13	£20720
1.6 HDi (90) VTR+	B	67.3	12.9	105	15	£22110
1.6 e-HDi (115) ETG6 VTR+	A	74.3	13.7	98	15	£22710
1.6 e-HDi (115) VTR+	B	70.6	11.8	104	18	£22710
1.6 THP (165) Exclusive	D	50.4	8.7	130	20	£24370
1.6 e-HDi (115) Exclusive	B	70.6	11.8	105	18	£23510
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£24710

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive

#### DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127  
Warranty: 3 years/60000 miles

#### Sandero - 4057x1733mm, EURO-NCAP N/A DRIVER POWER POS: 53rd

1.2 16v (75) Access	B	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	B	48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	6	£5995
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

#### Sandero Stepway - 4057x1733mm, EURO-NCAP N/A DRIVER POWER POS: 53rd

0.9 Tce (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	B	70.6	12.1	105	10	£9395

Laureate: add £1800 to Ambiance

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0-60mph  
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Insurance group  
List price

1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCi (75) Zetec	B	68.9	16.5	109	8	£16295
1.6 TDCi (95) Zetec	B	70.6	13.9	104	11	£16795

Titanium: add £1400 to Zetec (not 1.0T (90)), 1.5 TDCi, Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

## C-MAX - 4380x1820mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 80th

1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6T EcoBoost (150) Titanium	F	45.8	9.4	144	19	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£20650
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£21725
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£23605
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£24225

Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium, Grand C-MAX: add £1590 (selected models)

## S-MAX - 4796x1916mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	N/A	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	N/A	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	N/A	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	N/A	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	N/A	£26795
2.0 TDCi (180) Titanium	D	56.5	9.7	129	N/A	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	N/A	£31300
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	N/A	£32660
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	N/A	£32945

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium

## Galaxy - EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	N/A	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	N/A	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129	N/A	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	N/A	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	N/A	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	N/A	£30795
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	N/A	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	N/A	£36145

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

## EcoSport - 4010x1765mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	9	£16495

Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium

## Ranger - 5359x1850mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

## Kuga - 4524x1838mm, EURO-NCAP N/A DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22895
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

## Mustang - 4784x1916mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995

Auto: add £1500, Convertible: add £4000

## GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54  
Warranty: 6 years/125000 miles

## Steed - 5040x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

## HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196  
Warranty: 3 years/60000 miles

## Jazz - 3900x1695mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 84th

1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14995

Auto: add £1100 to 1.4, T-spec: add £995 to S, SE, ES, EX, EXL and iMA

## Civic - 4300x1770mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 41st

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19815
1.6 i-VTEC S	A	78.5	10.5	94	18	£18775
1.6 i-VTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-VTEC Sport	A	76.3	10.5	98	18	£20820

Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0 i-VTEC Type R	H	38.7	5.7	170	33	£29995
2.0 i-VTEC Type R GT	H	38.7	5.7	170	33	£32295

Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

## CR-V - 4570x1820mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 21st

2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S

## HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162  
Warranty: 5 years/unlimited miles

## i10 - 3665x1660mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 3rd

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.5	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860

Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium

## i20 - 4035x1734mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725

Auto: add £900 to 1.4 (100), S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

## i30 - 4300x1780mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.4 (100) S Sdr	E	47.1	13.2	138	N/A	£15195
1.6 CRDi (110) Blue Drive S Sdr	A	78.4	11.5	94	N/A	£17195
1.4 (100) SE Sdr	E	47.1	13.2	138	N/A	£16495
1.6 (120) auto SE Sdr	G	41.5	11.9	158	N/A	£17895
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	N/A	£18495
1.6 (120) Premium Sdr	F	44.8	11.9	145	N/A	£20295
1.6 CRDi (136) Premium Sdr	B	70.6	10.2	104	N/A	£22295
1.6T-GDi (180) Turbo SE Sdr	H	38.7	8.0	169	N/A	£22495

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr

## i40 - 4740x1770x1815mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 85th

1.7 CRDi (115) BD S	B	66.0	N/A	110	N/A	£19600
1.7 CRDi (141) BD S	C	63.0	N/A	114	N/A	£20400
1.7 CRDi (115) BD SE Nav	B	66.0	N/A	110	N/A	£21600
1.7 CRDi (141) BD SE Nav	B	63.0	N/A	114	N/A	£22600
1.7 CRDi (115) BD Premium	C	66.0	N/A	118	N/A	£25600
1.7 CRDi (141) DCT BD Premium	D	43.0	N/A	129	N/A	£27500

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav

## iX20 - 4100x1765mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

www.infiniti.co.uk / Dealers: 10

Warranty: 3 years/60000 miles

**Q50** - 4790-4800x1820mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630

Auto: add £1150 to 2.2d, Executive: add £1920 to SE, Premium  
Executive: add £3120 to Premium

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium

Executive: add £3120 to Premium

**Q60** - 4655-4780x1770-1850mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

**Q70** - 4945x1845mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

**QX50** - 4635-4645x1800mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

**QX70** - 4865x1925mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

**ISUZU**

www.isuzu.co.uk / Brochure: 08445 626 640 / Dealers: 97

Warranty: 5 years/125000 miles

**D-Max** - 5295x1860mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

2.5D Elger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

**JAGUAR**

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97

Warranty: 3 years/unlimited miles

**XE** - 4672x1850mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£33225
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£30995
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0i S/C (340) auto S	J	34.9	4.9	194	35	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

**XF** - 4954x1987mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	N/A	£49950

Auto: add £1750

**XJ** - 5122-5247x1894mm, **EURO-NCAP** N/A**DRIVER POWER POS:** 7th

3.0D V6 auto Luxury	F	49.6	5.9	149	48	£58690
3.0D V6 auto Premium Luxury	F	49.6	5.9	149	48	£62690
3.0D V6 auto Portfolio	F	49.6	5.9	149	49	£69725
3.0D V6 auto R-Sport	F	49.6	5.9	149	49	£71625
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£74185
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£76185
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£92405

Long wheelbase: add £3000 (not XJR), LWB Autobiography: add

£8625 to 3.0D R-Sport

**F-Type** - 4470x1923mm, **EURO-NCAP** N/A**DRIVER POWER POS:** 3+th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R,

Convertible: add £5485 to all models

**JEEP**

www.jeep.co.uk / Brochure: 0800 0425337 / Dealers: 73

Warranty: 3 years/60000 miles

**Renegade** - 4236x1895mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 MultiJet (120) Sport	C	61.4	10.2	120	13	£18695

1.4T MultiAir (140) Longitude	B	47.1	10.9	140	10	£19795
1.6 MultiJet (120) Longitude	E	61.4	10.2	120	13	£20295
2.0 MultiJet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low End	G	48.7	8.9	151	15	£26595
2.0 MJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

**Wrangler** - 4223-4751x1873-1877mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

**Cherokee** - 4623x1859mm, **EURO-NCAP** N/A**DRIVER POWER POS:** N/A

2.0 MultiJet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiJet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MJet (170) L tude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

**Grand Cherokee** - 4822x1943mm, **EURO-NCAP** N/A**DRIVER POWER POS:** 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

**KIA**

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170

Warranty: 7 years/100000 miles

**Picanto** - 3595x1595mm, **EURO-NCAP**☆☆☆☆**DRIVER POWER POS:** 125th

1.0 I 3dr	B	62.8	14.1	105	2	£8345
1.25 S 3dr	B	61.4	11.5	106	6	£11495
1.0 I 5dr	B	62.8	14.1	105	2	£10145
1.25 S 5dr	B	61.4	11.5	106	5	£10745
1.25 S 5dr	B	61.4	11.5	106	6	£11745
1.25 S 5dr	B	61.4	11.5	106	6	£12295

Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto

1, SR-7: add £1500 to Picanto 1

**Rio** - 4045x1720mm, **EURO-NCAP**☆☆☆☆**DRIVER POWER POS:** 59th

1.25 I 3dr	B	56.5	12.9	115	2	£10345
1.25 S 3dr	B	56.5	12.9	115	2	£12245
1.4 I 3dr	B	56.5	11.0	114	7	£13045
1.4 I 5dr	B	56.5	11.0	114	7	£14445
1.4 CRDi 3 I 5dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1 I 5dr	A	85.6	16.1	86	2	£12245
1.1 CRDi 2 I 5dr	A	78.5	15.9	94	2	£14145
1.4 CRDi 2 I 5dr	A	74.3	13.4	98	6	£14745
1.4 I 5dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 4 I 5dr	A	74.3	13.4	98	7	£17445

Auto: add £905 to 1.4 I 2 &amp; 3 Sdr, 5dr: add £600 to 3dr, SR-7: add

£1500 to 1.25 and 1.1 CRDi Rio 1

**Soul** - 4140x1800mm, **EURO-NCAP**☆☆☆☆**DRIVER POWER POS:** N/A

1.6 GDI Start	G	41.5	10.6	158	9	£12800
1.6 GDI Connect	E	41.5	10.6	158	10	£15000
1.6 GDI Connect	E	56.5	10.8	132	9	£16600
1.6 GDI Mixx	H	38.7	10.6	170	11	£18355
1.6 CRDi Mixx	H	56.5	10.8	132	10	£21450
81.4kW Soul EV	A	N/A	10.8	0	19	£24995

Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to

Connect, Mixx: add £1800 to Mixx

**Cee'd** - 4260-4310x1790mm, **EURO-NCAP**☆☆☆☆**DRIVER POWER POS:** 38th

1.4 I 5dr	E	47.1	12.4	139	7	£14805
1.4 CRDi 1 5dr	B	68.9	13.0	109	6	£15895
1.6 CRDi 1 5Sd 5dr	A	76.3	11.5	97	12	£16495
1.4 I 5dr	F	46.3	12.4	143	8	£16605
1.6 GDi 2 I 5d 5dr	D	52.3	9.8	124	12	£17395
1.6 CRDi 2 I 5d 5dr	A	74.3	11.5	100	13	£18495
1.6 GDi 3 I 5d 5dr	D	52.3	9.8	124	12	£19195
1.6 CRDi 3 I 5d 5dr	A	74.3	11.5	100	13	£20295
1.6 GDi 4 Tech I 5d 5dr	F	47.1	9.5	137	13	£23795
1.6 CRDi 4 I 5d 5dr	F	65.7	10.5	112	14	£21895
1.4 pro. cee'd VR7 3dr	E	47.1	12.4	139	9	£14700
1.6 GDi pro. cee'd S I 5d 3dr	D	52.3	9.8	124	14	£17695
1.6 CRDi pro. cee'd S I 5d 3dr	A	74.3	11.5	100	13	£18795
1.6 GDi pro. cee'd SE I 5d 3dr	E	47.1	9.5	137	15	£19705
1.6 CRDi pro. cee'd SE I 5d 3dr	C	65.7	10.5	112	13	£20795
1.6 T-GDi pro. cee'd GT 3dr	H	38.2	7.4	171	20	£20000
1.6 T-GDi pro. cee'd GT Tech 3dr	H	38.2	7.4	171	20	£22000
Auto: add £1310 to 1.6 GDi 3 dr; add £1110 to 1.6 CRDi 2, Ceed GT Add £500 to pro. cee'd 3 dr; Add £3 Sportswagon; add £1200, VR7; add £595 to 1.4 and 1.4 CRDi Cee'd 1, SR7; add £845 to 2.0 CRDi, SE Tech; add £2100 to pro. cee'd SE						

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Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

**GranCabrio** - 4881-4933x1847-1915mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MIC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

## MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170  
Warranty: 3 years/60000 miles

**2 - 4060x1695mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

**3 - 4465x1795mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 39th

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2D (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

**6 - 4870x1840mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 49th

2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22095
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800 to £1000 (not 2.0 (145)), SE-L: add £800 to SE

**5 - 4585x1750mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

**CX-3 - 4275x1785mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 (120) 2WD SE	E	47.9	9.0	137	N/A	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	N/A	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	N/A	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	N/A	£22495
1.5D (105) SE	B	70.6	10.1	105	N/A	£18995
1.5D (105) SE-L	B	70.6	10.1	105	N/A	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	N/A	£21895

Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

**CX-5 - 4540x1840mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 64th

2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport AWD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, AWD: add £1700 to Skyactiv-D (150) SE-L

**MX-5 - 3890x1730mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.5i SE	E	53.3	N/A	139	22	£18495
1.5i SE-L	E	53.3	N/A	139	22	£19245
1.5i Sport	E	53.3	N/A	139	22	£21845
2.0i SE-L	G	40.9	N/A	161	27	£20095
2.0i Sport	G	40.9	N/A	161	27	£22695

## MERCEDES

www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136  
Warranty: 3 years/unlimited miles

**A-Class - 4293x1780mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 119th

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	D	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

**B-Class - 4393x1786mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 118th

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125
132kW ED Sport	A	N/A	7.9	0	N/A	£26950
132kW ED Electric Art	A	N/A	7.9	0	N/A	£27245

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

**CLA-Class - 4630x1777mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33405
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

**C-Class - 4686x1810mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 42nd

2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35	£32830
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38930
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£33270
4.0T auto AMG C 63	J	34.5	4.1	192	47	£60600
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

**E-Class - 4879x1854mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 61st

2.1 auto E 220 BlueTEC AMG Night	D	57.7	8.3	128	39	£37565
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition	F	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36070
2.1 auto E 250 CDI AMG Night Ed	E	55.4	7.5	134	43	£40245
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£37420
2.1 aut E 300 B7EC Hybrid AMG N	B	67.3	7.1	110	45	£43175
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£40480
3.0 auto E 350 BlueTEC AMG Ni	E	53.3	6.4	139	46	£42010
5.5 V8T MCT E 63 AMG	L	28.8	4.2	230	47	£74725
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	232	49	£84720

Estate: add £1790-£1915

**CLS-Class - 4940x1881mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£58585
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£86510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

**S-Class - 5116x5453x1899mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	F	51.4	6.8	151	50	£68990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49	£72020
3.0 aut S 500 e AMG Line L	A	100.9	5.2	65	49	£89290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£142735
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 63	L	28.0	4.4	237	50	£121690
6.0 V12T auto AMG S 65	M	23.7	4.3	279	50	£182750

Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

**Citan - 4321-4705x1829mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5 108 CDI Traveller Long	C	65.7	N/A	112	7	£19948
1.5 109 CDI Traveller Long	C	65.7	N/A	112	9	£20284
1.5 111 CDI Traveller Long	D	64.2	N/A	123	14	£22102
1.2 112 Traveller	E	46.3	N/A	140	12	£19666

Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI

**V-Class - 4895-5370x1928mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto V220 BlueTEC SE	G	45.6	11.8	163	31	£41845
2.1 auto V250 BlueTEC SE	H	44.8	9.1	166	33	£43520
2.1 auto V220 BlueTEC Sport	G	45.6	11.8	163	33	£44340
2.1 auto V250 BlueTEC Sport	H	44.8	9.1	166	37	£46015

Extra Long: add £1535

**GLA-Class - 4417x1804mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Spt	E	55.4	8.3	132	28	£30645
2.0T auto GLA 250 4MATIC Sport	G	42.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	37.7	4.8	175	44	£44600

Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000

**GLC-Class - 4656x1890mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto GLC 220 d 4MATIC SE	D	56.0	8.3	129	N/A	£34950
2.1 auto GLC 250 d 4MATIC SE	D	56.0	7.6	129	N/A	£36105

Sport: add £2495. AMG Line: add £3990

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>E-Class Coupe</b> - 4698x1786mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> 61st					
2.1 auto E 200 AMG Line	E	47.1	7.8	140	£38635
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	£39310
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	£40930
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	£42625
3.0 auto E 400 AMG Line	E	40.9	5.2	161	£46425
E-Class Cabriolet: add £3370-£3500					

<b>S-Class Coupe</b> - 4698x1786mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
4.6 auto S 500 AMG Line	K	49.6	4.6	219	£96195
5.5 V8T auto AMG S 63	L	47.1	4.2	237	£125605
6.0 V12T auto AMG S 65	M	37.2	4.1	279	£183075

<b>SLK-Class</b> - 4134x1810mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
2.0 SLK 200 AMG Sport	G	43.5	7.0	150	£34715
2.1 auto SLK 250 d	C	70.6	6.6	114	£33020
2.1 auto SLK 250 d AMG Sport	C	70.6	6.6	114	£37020
3.5 auto SLK 300 AMG Sport	E	47.1	5.8	138	£38545
5.5 V8 AMG SLK 55	J	33.6	4.6	195	£53530
Auto: add £1505 to SLK 200					

<b>SL-Class</b> - 4617x1877mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	179	£573575
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	£83130
5.5 V8T auto AMG SL 63	L	28.0	4.2	234	£114185
6.0 V12T auto AMG SL 65	M	24.4	4.0	279	£173360
Mille Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500					

<b>AMG GT</b> - 4546x1939mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	£97200
4.0 V8T (510) DCT AMG GT 5	K	30.1	3.8	219	£110500

<b>MG</b> www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46 Warranty: 3 years/60000 miles					
<b>MG3</b> - 4018x1729mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 10th					
1.5 (106) 3 Time	E	48.7	10.4	136	£48399
1.5 (106) 3 Form	E	48.7	10.4	136	£49299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	£49549
1.5 (106) 3 Style	E	48.7	10.4	136	£49999

<b>MG6</b> - 4651x1827mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> 28th					
1.9 DTI-TECH 5 Sdr	C	61.4	8.4	119	£13995
1.9 DTI-TECH TS 5dr	C	61.4	8.4	119	£16195
1.9 DTI-TECH LT 5dr	C	61.4	8.4	119	£17995

<b>MINI</b> www.mini.co.uk / Brochure: 0800 083 6454 / Dealers: 148 Warranty: 3 years/unlimited miles					
<b>MINI</b> - 3821-3850x1727mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 9th					
1.2T One	B	61.4	9.9	108	£13750
1.2 One D	A	83.1	11.0	89	£14890
1.5T Cooper	B	52.0	7.9	105	£15300
1.5 Cooper D	A	74.0	9.2	92	£16450
2.0T Cooper S	E	49.0	6.8	133	£18655
2.0 Cooper SD	B	68.9	7.4	106	£231950
2.0T John Cooper Works	G	42.2	6.3	155	£23050
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr, add £600 (not One/One D/JCW)					

<b>Clubman</b> - 4253x1800mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.5T Cooper	C	55.4	9.1	118	N/A
2.0T Cooper S	F	45.6	7.2	144	N/A
2.0 Cooper D	B	68.9	8.6	109	N/A

<b>Convertible</b> - 3723x1683mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 145th					
1.6 Cooper	E	49.6	11.1	133	£18750
1.6 Cooper D	B	70.6	10.3	105	£18910
1.6T Cooper S	E	47.1	7.3	139	£21050
1.6T John Cooper Works	H	41.5	6.9	169	£25295
1.6 One	E	49.6	11.3	133	£16420
2.0 Cooper SD	C	62.8	8.7	118	£231730

<b>Paceman</b> - 4110x1789mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.6 Cooper	E	47.1	10.4	140	£18980
1.6 Cooper D	C	64.2	10.8	115	£20210
1.6T Cooper S	F	46.3	7.5	143	£22350
2.0 Cooper SD	D	61.4	9.2	122	£23070
1.6T All John Cooper Works	H	38.2	6.9	172	£29440
Auto: add £1195 to Cooper ALL, £1260 to Cooper D, ALL, add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD					

<b>Countryman</b> - 4097x1789mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 113th					
1.6 Cooper	E	47.0	10.5	140	£18510
1.6 Cooper D	C	64.0	10.9	115	£19740
1.6T Cooper S	F	46.0	7.6	143	£20180
1.6 One	E	47.0	11.9	139	£12690
1.6 One D	C	64.0	12.9	115	£17980
2.0 Cooper SD	D	61.0	9.3	122	£22610
1.6T All John Cooper Works	H	38.2	7.0	172	£28870
Auto: add £1195 to Cooper ALL, £1260 to Cooper D, £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD					

<b>Coupe</b> - 3728x1683mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 145th					
1.6 Cooper	E	47.0	10.5	140	£18510
1.6 Cooper D	C	64.0	10.9	115	£19740
1.6T Cooper S	F	46.0	7.6	143	£20180
1.6 One	E	47.0	11.9	139	£12690
1.6 One D	C	64.0	12.9	115	£17980
2.0 Cooper SD	D	61.0	9.3	122	£22610
1.6T All John Cooper Works	H	38.2	7.0	172	£28870
Auto: add £1195 to Cooper ALL, £1260 to Cooper D, £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD					

<b>1.6 Cooper</b> - 52.0 9.0 127 17 £16840 <b>1.6T Cooper S</b> - 49.0 6.9 136 30 £19990 <b>1.6T John Cooper Works</b> - 40.0 6.4 165 36 £24010 <b>2.0 Cooper SD</b> - 66.0 7.9 114 22 £20710 Auto: add £1085 to Cooper, add £1145 to Cooper S/SD					
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<b>Roadster</b> - 3728x1683mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 145th					
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<b>1.6 Cooper</b> - 52.0 9.0 127 17 £18260 <b>1.6T Cooper S</b> - 49.0 6.9 136 30 £21145 <b>1.6T John Cooper Works</b> - 40.0 6.4 165 36 £24995 <b>2.0 Cooper SD</b> - 66.0 7.9 114 22 £21860 Auto: add £1085 to Cooper, add £1145 to Cooper S/SD					
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<b>MITSUBISHI</b> www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113 Warranty: 3 years/unlimited miles					
<b>Mirage</b> - 3710x1665mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> N/A					

<b>1.0 Mircv 1</b> - 67.3 13.6 96 15 £8999 <b>1.2 Mircv 2</b> - 68.9 11.7 96 18 £10999 <b>1.2 Mircv 3</b> - 65.7 11.7 100 18 £11999 <b>1.2 Mircv auto 3</b> - 68.9 12.8 95 18 £12999					
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<b>ASX</b> - 4295x1770mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 95th					
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<b>1.6 2</b> - 47.1 11.4 137 13 £14999 <b>1.6 3</b> - 47.1 11.4 137 13 £17250 <b>1.8 DI-D 3</b> - 55.4 10.2 134 19 £19250 <b>1.8 DI-D 4WD</b> - 54.3 10.6 136 19 £23249 <b>2.2 DI-D auto 4WD</b> - 48.7 10.8 153 20 £24649					
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<b>Outlander</b> - 4655x1800mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 66th					
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<b>2.2 DI-D GX2</b> - 53.3 10.2 138 22 £23799 <b>2.2 DI-D GX3</b> - 52.3 10.2 140 23 £26599 <b>2.2 DI-D GX4</b> - 52.3 10.2 140 24 £30499 <b>2.2 DI-D auto GX5</b> - 48.7 11.7 153 22 £33999 <b>2.0 Hybrid auto GX3h PHEV</b> - 148.011.0 44 26 £28249 <b>2.0 Hybrid auto GX4h PHEV</b> - 148.011.0 44 27 £28499 <b>2.0 Hybrid auto GX4h PHEV</b> - 148.011.0 44 24 £34999 Auto: add £1400 to GX4					
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<b>L200</b> - 5005x185x1750mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
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<b>2.5 DI-D Trojan Double Cab</b> - 35.8 12.1 208 22 £21599 <b>2.5 DI-D Warrior Double Cab</b> - 35.8 12.1 208 23 £23519 <b>2.5 DI-D Barbarian Double Cab</b> - 35.8 12.1 208 24 £27119 <b>2.5 DI-D Walkinshaw Double Cab</b> - 35.8 12.1 208 22 £33430 Auto: add £1680 (not Trojan), Black add £840 to Trojan/Barbarian					
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<b>Shogun</b> - 4385x1900x1875mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> 81st					
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<b>3.2 DI-DC SWB S62</b> - 36.2 9.7 207 32 £26199 <b>3.2 DI-DC SWB Warrior</b> - 36.2 9.7 207 30 £29369 <b>3.2 DI-DC LWB S62</b> - 34.9 10.5 213 32 £28599 <b>3.2 DI-DC auto LWB S63</b> - 33.2 11.1 224 34 £33799 <b>3.2 DI-DC auto LWB S64</b> - 33.2 11.1 224 34 £36799 Auto: add £1685 to S62/Warrior					
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<b>MORGAN</b> www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18 Warranty: 2 years/unlimited miles					
<b>3 Wheeler</b> - 3225x1720mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					

<b>2.0 3 Wheeler</b> - N/A 4.5 N/A N/A £25950 4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster					
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<b>Roadster</b> - 4010x1630-1751mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
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<b>1.6 4/4</b> - 44.1 8.0 143 N/A £33075 <b>2.0 Plus 4</b> - 40.4 7.5 162 N/A £36285 <b>3.7 Roadster</b> - 28.8 5.5 230 N/A £45900 <b>4.8 Plus 8</b> - 23.0 4.5 282 N/A £85200 4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster					
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<b>Aero</b> - 4147x1751mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
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<b>4.8 V8 auto Aero Coupe</b> - 23.0 4.5 282 N/A £99950 <b>4.8 V8 auto Aero Supersports</b> - 23.0 4.5 282 N/A £126900 Manual: no cost option					
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<b>NISSAN</b> www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225 Warranty: 3 years/60000 miles					
<b>Micra</b> - 3780x1675mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> N/A					

<b>1.2 (80) Visia</b> - 56.5 13.7 115 5 £10295 <b>1.2 (80) Acenta</b> - 56.5 13.7 115 5 £11945 <b>1.2 (80) Tekna</b> - 56.5 13.7 115 5 £13345 <b>1.2 DIG-5 (98) Visia</b> - 65.7 11.3 99 8 £12045 <b>1.2 DIG-5 (98) Acenta</b> - 65.7 11.3 99 9 £13045 <b>1.2 DIG-5 (98) Tekna</b> - 65.7 11.3 99 8 £14445 Auto: add £1000 to 1.2 Acenta/Visia, DIG-5 Tekna					
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<b>Note</b> - 4190x1690mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> 143rd					
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<b>1.2 (80) Visia</b> - 60.1 13.7 109 6 £12130 <b>1.5 dCi (90) Visia</b> - 78.5 11.9 95 8 £14130 <b>1.2 (80) Acenta</b> - 60.1 13.7 109 6 £13525 <b>1.2 DIG-5 (98) Acenta</b> - 65.7 11.7 99 10 £14625 <b>1.5 dCi (90) Acenta</b> - 78.5 11.9 95 8 £15525 <b>1.2 DIG-5 (98) Tekna</b> - 65.7 11.7 99 10 £16470 <b>1.5 dCi (90) Tekna</b> - 78.5 11.9 95 9 £17370 Auto: add £1000 to DIG-5, Acenta Premium: add £900 to Acenta, n-tec: add £900 to Acenta Premium					
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<b>Juke</b> - 4135x1765mm, <b>EURO-NCAP</b> ★★☆☆ <b>DRIVER POWER POS:</b> N/A					
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<b>1.6 Visia</b> - 56.5 12.0 138 8 £13620 <b>1.5 dCi (110) Visia</b> - 70.6 11.2 104 11 £15520 <b>1.2 DIG-T (115) Acenta</b> - 50.4 10.8 129 11 £15320 <b>1.6 Xtronic Acenta</b> - 44.8 11.5 145 10 £16320 <b>1.5 dCi (110)</b>
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Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.6 V6 PDK Panamera	J 33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G 44.8	6.4	166	46	£65289
3.6 V6 PDK Panamera 4	K 32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera S E-Hybrid	A 91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K 32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K 31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GT5	L 26.4	4.4	249	50	£93391
4.8 V8 TTD PDK Panamera Turbo	L 27.7	4.1	239	50	£108006
4.8 V8 TTD PDK Panamera Turbo S	L 27.7	4.1	239	50	£1311152

Macan - 4681x1923mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 T PDK Macan	H 39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K 32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G 46.3	6.3	159	39	£44636
3.6 V6 T PDK Macan Turbo	K 31.7	4.8	208	44	£60994

Cayenne - 4855x1939-1954mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.6 V6 Tiptonic Cayenne	K 30.7	7.7	215	44	£49576
3.0 V6 Tiptonic Cayenne Diesel	H 42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A 83.1	5.9	79	49	£62099
4.2 V8 Tiptonic Cayenne S Diesel	K 35.3	5.4	209	50	£62099
4.8 V8 Tiptonic Cayenne S	K 29.7	5.5	223	48	£60845
3.6 V6 Tiptonic Cayenne GTS	L 28.8	5.2	228	50	£72523
4.8 V8 Tiptonic Cayenne Turbo	M 25.2	4.5	261	50	£93574
4.8 V8 TTD Tiptonic Cayenne Turbo S	M 24.6	4.1	267	50	£118455

Boxster - 4374-4414x1801mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.7 Boxster	J 34.4	5.8	192	40	£39553
3.4 Boxster S	K 32.1	5.1	206	43	£47858
3.4 Boxster GTS	K 31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L 28.5	4.5	230	N/A	£60459

PDK: add £1782 (£2201 to GTS, not Spyder)

Cayman - 4390-4438x1801mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.7 Cayman	J 34.4	5.7	192	37	£39694
3.4 Cayman S	K 32.1	5.0	206	41	£48783
3.4 Cayman GTS	K 31.4	4.9	211	43	£53397
3.4 Cayman GT4	L 27.4	4.4	238	N/A	£64451

PDK: add £1782 (£2351 to GTS, not GT4)

911 - 4491-4545x1808-1880mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.6 Carrera	K 31.4	4.8	212	46	£73509
3.8 Carrera S	K 29.7	4.5	224	47	£83545
3.8 Carrera GTS	K 29.7	4.4	223	47	£91098
3.8 Carrera Cabriolet	K 30.7	5.0	217	49	£82169
3.8 Carrera S Cabriolet	L 29.1	4.7	229	50	£92204
3.8 Carrera GTS Cabriolet	L 29.1	4.6	228	50	£99602
3.6 Carrera 4	K 30.4	4.9	219	46	£78365
3.8 Carrera 4S	L 28.5	4.5	234	48	£88400
3.8 Carrera 4 GTS	L 28.5	4.4	233	50	£95862
3.6 Carrera 4 Cabriolet	K 29.7	5.1	224	49	£87025
3.8 Carrera 4S Cabriolet	L 28.2	4.7	236	50	£97060
3.8 Carrera 4 GTS Cabriolet	L 28.2	4.6	235	50	£104385
3.8 Targa 4	K 29.7	5.2	223	49	£87025
3.8 Targa 4S	L 28.2	4.8	237	50	£97060
3.8 Targa 4 GTS	L 28.2	4.7	237	50	£105310
3.8 PDK Turbo	L 29.1	3.2	227	50	£120598
3.8 PDK Turbo S	L 29.1	3.1	227	50	£142120
3.8 PDK Turbo Cabriolet	L 28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L 28.5	3.2	231	50	£150857
3.8 PDK Turbo S Exclusive GB Ed	L 29.1	3.1	227	50	£159054
3.8 PDK GT3	M 22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M 22.2	3.3	296	50	£131296

PDK: add £2238-£2947

918 Spyder - 4643x1940mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.6 V8 hybrid PDK	A 85.6	2.8	79	N/A	£781155
4.6 V8 hybrid PDK Weissach	A 94.2	2.8	70	N/A	£853155

### RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/unlimited miles

Twizy - 2338x1234mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
17hp Urban	A N/A	N/A	0	10	£6895
17hp Technic	A N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 5c (70) Expression	B 62.8	12.0	105	2	£9495
1.0 5c (70) Play	B 62.8	12.0	105	3	£9995
1.0 5c (70) S&S Dynamique	A 67.3	12.0	95	3	£10995
900cc TCE (90) S&S Dynamique	A 65.7	12.0	99	8	£11695
900cc TCE (90) S&S Dynamique S	A 65.7	12.0	99	8	£12545

Zoe - 4084x1730mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 5th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
75hp Zoe Expression	A N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A N/A	13.5	0	16	£20043

Battery hire: from £25 per month (included with 'i' models)

Clio - 4062x1731mm, **EURO-NCAP** N/A  
DRIVER POWER POS: 7th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 16v (75) Expression	D 51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	D 51.4	15.4	127	8	£12675
900cc TCE (90) Expression+	B 62.8	12.2	104	9	£13675
1.5 dCi (90) Expression+	A 83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	D 51.4	15.4	127	8	£13675
900cc TCE (90) Dynamique Nav	B 62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A 83.1	11.7	90	13	£15975
900cc TCE (90) Dynamique S Nav	B 62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A 83.1	11.9	93	13	£16975
1.2 TCE (120) EDC GT Line	C 54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport Lux	E 47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	E 47.9	6.7	133	29	£20280
1.6T (220) EDC R'sport Trophy	E 47.9	6.6	135	29	£21780

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250

to 1.5 dCi and 900 TCE

Megane - 4295x1808mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 94th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 (110) Expression+	G 40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B 68.9	12.3	106	16	£18245
1.2 Energy TCE (115) Expression+	C 53.3	10.9	119	16	£17570
1.6 (110) Limited	G 40.9	10.5	159	13	£18250
1.6 Energy dCi (110) Limited	B 68.9	12.3	106	16	£19745
1.6 (110) Dynamique Nav	G 40.9	10.5	159	17	£17750
1.2 Energy TCE (115) Dynam Nav	C 53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B 68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B 70.6	9.8	104	17	£19745
2.0 TCE GT 220	H 38.7	7.6	169	31	£23250

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 94th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 (110) Limited	G 40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B 68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G 40.9	10.5	159	15	£18250
1.2 Energy TCE (115) Dynam Nav	C 53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B 68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B 70.6	9.8	104	20	£21445
2.0 TCE GT 220	H 38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H 37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy	H 37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H 37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366-4573x1845mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 78th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 VVT (110) XMOD Dynam Nav	I 36.7	11.7	178	19	£19370
1.2 TCE (115) XMOD Dynam Nav	E 46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B 68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C 64.2	10.3	114	24	£22495
1.2 TCE (130) XMOD Dynam Nav	F 44.1	11.4	145	20	£22405
1.6 VVT (110) Dynamique Nav	H 38.2	11.7	174	19	£19365
1.2 TCE (115) S/S Dynamique Nav	E 47.9	11.7	135	19	£20555
1.2 TCE (130) S/S Dynamique Nav	E 45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B 68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C 64.2	10.3	114	24	£22495

Auto: add £1100 to 1.5 dCi (110), Limited: add £600 to 1.6 VVT, £500 to 1.2 TCE, 1.5/1.6 dCi (not XMOD), Grand Scenic: add £1220 (not XMOD)

Captur - 4122x1778mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 44th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
900cc TCE (90) Expression+	C 56.5	13.0	115	9	£14295
1.5 dCi (90) Expression+	A 76.4	13.1	95	11	£15995
900cc TCE (90) Dynamique Nav	C 56.5	13.0	115	9	£15395
1.5 dCi (90) Dynamique Nav	A 76.4	13.1	95	12	£16995
1.2 TCE (120) EDC Dynamique Nav	D 52.3	10.9	125	14	£17695
1.5 dCi (110) Dynamique Nav	A 76.4	11.0	98	16	£17695

Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav

Kadjar - 4449x1836mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TCE (130) Expression+	D 50.4	10.1	126	16	£17995
1.5 dCi (110) Expression+	A 74.3	11.9	99	14	£19895
1.2 TCE (130) Dynamique Nav	D 50.4	10.1	126	16	£19695
1.5 dCi (110) Dynamique Nav	A 74.3	11.9	99	14	£21595
1.6 dCi (130) Dynamique Nav	C 65.7	9.9	113	17	£22795

Auto: add £1200 to dCi (110), Dynamique S Nav: add £800 to Dynamique Nav, Signature Nav: add £2000 to Dynamique Nav, 4WD: add £1500 to dCi (130)

### ROLLS-ROYCE

www.rolls-roycemotorscars.com / Brochure: 01243 384000 / Dealers: 6

Warranty: 4 years/unlimited miles

Ghost - 5399x1948mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.6 V12 auto Ghost	M 20.8	4.7	327	N/A	£181875
6.6 V12 auto Ghost Extended WB	M 20.6	4.8	329	N/A	£207115

**1.4 TSI DSG Cupra SC 3dr** **E** 47.9 6.9 139 27 **£18980**  
 DSG: add £895 to 1.4 TSI FR, 5dr; add £500 to SC, 5T; add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

**Toledo** - 4482x1703mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**1.2 TSI (85) S** **C** 55.4 11.8 119 10 **£14265**  
**1.2 TSI (105) S** **C** 56.5 10.4 116 13 **£15295**  
**1.2 TSI (105) I-TECH** **C** 56.5 10.4 116 15 **£17105**  
**1.4 TSI (122) DSG SE Nav** **F** 45.6 9.5 146 17 **£17965**  
**1.6 TDI (105) Ecomotive S** **B** 72.4 10.6 104 15 **£17150**  
**1.6 TDI (105) Ecomotive I-TECH** **B** 72.4 10.6 104 15 **£18870**  
 SE Nav: add £1200 to S (not 1.2 TSI (85))

**Leon** - 4263x1784mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 4th

**1.2 TSI S 5dr** **C** 57.6 9.9 114 12 **£16115**  
**1.6 TDI S 5dr** **A** 74.3 10.7 99 13 **£17815**  
**1.2 TSI SE 5dr** **C** 57.6 9.9 114 13 **£17235**  
**1.4 TSI SE 5dr** **C** 54.3 8.2 119 17 **£17835**  
**1.6 TDI (105) SE 5dr** **A** 74.3 10.7 99 13 **£18935**  
**1.6 TDI (110) Ecomotive SE 5dr** **A** 85.6 10.7 87 14 **£19925**  
**2.0 TDI (150) SE 5dr** **B** 68.9 8.4 106 19 **£20285**  
**1.4 TSI ACT FR 5dr** **B** 54.3 8.0 109 20 **£20000**  
**1.8 TSI FR 5dr** **E** 47.1 7.5 139 25 **£20775**  
**2.0 TDI (150) FR 5dr** **B** 68.9 8.4 106 20 **£21830**  
**2.0 TDI (184) FR 5dr** **C** 65.7 7.5 112 26 **£22820**  
**2.0 TSI (265) Cupra SC 3dr** **F** 44.1 5.9 149 26 **£25960**  
**2.0 TSI (280) Cupra 3dr** **F** 44.1 5.8 149 26 **£27510**  
**2.0 TDI (150) X-PERIENCE SE** **D** 57.6 8.7 129 19 **£24385**  
**2.0 TDI (184) DSG X-PER SE Tech** **E** 55.4 7.1 133 23 **£28870**  
 DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr; £300 less than Sdr, Leon ST: add £825

**Altea** - 4282x1768mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 181st

**1.6 TDI (105) Ecomotive I-TECH** **C** 62.8 12.2 119 14 **£19345**  
**2.0 TDI (140) I-TECH** **D** 57.6 9.7 129 19 **£20145**  
 DSG: add £870 to 1.6 TDI, Altea XL: add £720

**Alhambra** - 4854x1904mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**2.0 TDI (140) Ecomotive S** **F** 50.0 10.9 146 18 **£25630**  
**2.0 TDI (140) I-TECH** **F** 50.0 10.9 146 18 **£28630**  
**2.0 TDI (177) SE Lux** **G** 49.0 9.5 158 21 **£32420**  
 DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

**SKODA**  
 www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135  
 Warranty: 3 years/60000 miles

**Citigo** - 3563x1641mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 31st

**1.0 MPI (60) S 3dr** **B** 62.8 14.4 105 1 **£8210**  
**1.0 MPI (60) SE 3dr** **B** 62.8 14.4 105 1 **£9060**  
**1.0 MPI (60) Monte Carlo 3dr** **B** 62.8 14.4 105 1 **£10590**  
**1.0 MPI (60) Black Edition 3dr** **B** 62.8 14.4 105 1 **£10690**  
**1.0 MPI (75) Elegance 3dr** **A** 67.3 13.2 98 2 **£10695**  
 ASG auto: add £305 to SE and Elegance (75), 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

**Fabia** - 3992x1732mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**1.0 MPI (60) S** **B** 60.1 15.7 106 2 **£10600**  
**1.0 MPI (75) S** **B** 58.8 14.7 108 4 **£11460**  
**1.2 TSI (110) DSG S** **B** 60.1 9.4 109 13 **£13740**  
**1.4 TDI (90) S** **A** 83.1 11.1 88 12 **£14090**  
**1.0 MPI (75) SE** **B** 58.8 14.7 108 5 **£12760**  
**1.2 TSI (90) SE** **B** 60.1 10.9 107 10 **£13390**  
**1.2 TSI (110) SE** **B** 58.8 9.4 110 14 **£14040**  
**1.4 TDI (90) SE** **A** 83.1 11.1 88 12 **£15390**  
**1.4 TDI (105) SE L** **A** 80.7 10.1 90 14 **£16840**  
 Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

**Rapid** - 4483x1706mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 25th

**1.2 (75) S** **E** 47.9 13.9 137 7 **£13190**  
**1.2 TSI (86) S** **C** 55.4 11.8 119 10 **£13980**  
**1.2 TSI (86) SE** **C** 55.4 11.8 119 10 **£14930**  
**1.2 TSI (105) SE** **D** 52.3 10.3 125 13 **£15630**  
**1.2 TSI (105) Sport** **D** 52.3 10.3 125 13 **£15630**  
**1.4 TSI (122) DSG SE** **E** 48.7 9.5 134 16 **£17425**  
**1.6 TDI (105) SE** **C** 64.2 10.4 114 15 **£17380**  
**1.2 TSI (105) Elegance** **D** 40.9 10.3 125 13 **£16380**  
**1.6 TDI (105) Elegance** **C** 50.4 10.4 114 15 **£18130**  
**1.6 TDI (90) GreenLine** **A** 74.3 12.0 99 13 **£17815**  
 Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

**Octavia** - 4659x1814mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 11th

**1.2 TSI (110) S** **C** 57.7 10.2 114 13 **£16285**  
**1.6 TDI (110) S** **A** 74.3 10.6 99 13 **£18300**  
**1.2 TSI (110) SE** **C** 57.7 10.2 114 18 **£17635**  
**1.4 TSI (150) SE** **C** 55.4 8.1 118 18 **£18810**  
**1.6 TDI (110) SE** **A** 74.3 10.6 99 13 **£19650**  
**2.0 TDI (150) SE** **B** 70.6 8.4 106 19 **£20535**  
**1.4 TSI (140) SE L** **C** 55.4 8.1 118 19 **£20510**  
**1.6 TDI (110) SE L** **A** 74.3 10.6 99 14 **£21350**  
**2.0 TDI (150) SE L** **B** 70.6 8.4 106 20 **£22235**  
**1.8 TSI (180) Laurin & Klement** **E** 47.9 7.3 135 25 **£26465**  
**2.0 TDI (150) Laurin & Klement** **B** 70.6 8.4 106 22 **£26465**  
**1.6 TDI (110) GreenLine III** **A** 80.7 10.6 90 15 **£20225**  
**2.0 TDI (184) vRS** **C** 64.2 8.1 115 26 **£24075**  
**2.0 TSI (220) vRS** **F** 45.6 6.8 142 29 **£28380**  
**2.0 TDI (150) 4x4 Scout** **D** 58.9 9.1 125 19 **£25405**  
**2.0 TDI (184) DSG 4x4 Scout** **D** 56.5 7.8 129 22 **£28200**  
 DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)

**Superb (NEW)** - 4856x1861x1864mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**1.4 TSI (125) S** **D** 52.3 9.9 125 N/A **£18640**  
**1.6 TDI (120) S** **B** 68.9 10.9 108 N/A **£20040**  
**1.4 TSI (150) SE** **C** 57.7 8.6 115 N/A **£21190**  
**1.6 TDI (120) SE** **B** 68.9 10.9 108 N/A **£21590**

**2.0 TDI (150) SE** **B** 68.9 8.9 108 N/A **£22090**  
**1.4 TSI (150) SE L Executive** **C** 57.7 8.6 116 N/A **£24220**  
**2.0 TSI (220) DSG SE L Executive** **F** 45.6 7.0 143 N/A **£27020**  
**2.0 TSI (280) 4x4 DSG SE L Exec** **C** N/A 5.8 165 N/A **£31020**  
**2.0 TDI (150) SE L Executive** **B** 68.9 8.9 109 N/A **£25120**  
**2.0 TDI (190) SE L Executive** **B** 68.9 8.0 107 N/A **£27320**  
 DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same price as SE (diesels only), Laurin & Klement: add £3620 to SE L Executive (not 1.4 TSI)

**Roomster** - 4214x1684mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 62nd

**1.2 TSI (105) DSG S** **E** 50.0 11.0 134 12 **£14185**  
**1.2 TSI (86) S** **E** 50.0 12.6 134 9 **£12750**  
**1.2 TSI (105) SE** **E** 50.0 10.9 134 12 **£14795**  
**1.2 TSI (86) SE** **E** 50.0 12.6 134 9 **£14130**  
**1.2 12v (69) S** **F** 46.0 15.9 143 5 **£12105**  
**1.2 TDI (75) GreenLine II** **B** 67.0 15.4 109 9 **£16325**  
**1.6 TDI (105) SE** **E** 60.0 11.5 124 13 **£15640**  
**1.6 TDI (90) SE** **E** 60.0 13.3 124 11 **£15415**  
 Scout: add £660 to 1.2 TSI and 1.6 TDI SE

**Yeti** - 4223x1793mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 2nd

**1.2 TSI (105) S** **F** 46.3 11.4 142 13 **£16715**  
**1.2 TSI (105) GreenLine II S** **C** 61.4 12.1 119 14 **£18025**  
**2.0 TDI (110) S** **F** 55.4 11.6 134 14 **£18055**  
**1.2 TSI (105) SE** **F** 46.3 11.4 142 14 **£18225**  
**1.6 TDI (105) GreenLine II SE** **C** 61.4 12.1 119 14 **£19715**  
**2.0 TDI (110) SE** **E** 55.4 11.6 134 14 **£19565**  
**1.2 TSI (105) Elegance** **F** 46.3 11.4 142 14 **£20050**  
**1.6 TDI (105) GreenLine II Elegance** **C** 61.4 12.1 119 14 **£21475**  
**2.0 TDI (110) Elegance** **E** 55.4 11.6 134 14 **£21390**  
**2.0 TDI (140) Outdoor SE 4x4** **G** 48.7 9.9 152 18 **£22030**  
**2.0 TDI (140) Outdoor Elegance 4x4** **G** 48.7 9.9 152 19 **£23965**  
**2.0 TDI (170) Outdoor Elegance 4x4** **F** 49.6 8.4 149 22 **£24640**  
**1.8 TSI (160) Outdoor L&K 4x4** **I** 36.2 8.4 184 22 **£25610**  
**2.0 TDI (140) DSG Outdr L&K 4x4** **G** 44.8 10.2 164 19 **£27165**  
**2.0 TDI (170) Outdoor L&K 4x4** **F** 49.6 8.4 149 22 **£26740**  
 DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

## SMART

www.themart.co.uk / Brochure: 0800 000 8080 / Dealers: 48  
 Warranty: 3 years/unlimited miles

**fortwo** - 2695x1663mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**1.0 (71) passion** **A** 68.9 14.4 93 3 **£11125**  
**1.0 (71) prime** **A** 68.9 14.4 93 3 **£11820**  
**1.0 (71) edition #1** **A** 68.9 14.4 93 3 **£13225**  
**0.9T (90) passion** **A** 67.3 10.4 97 8 **£11720**  
**0.9T (90) prime** **A** 67.3 10.4 97 8 **£12415**  
**0.9T (90) edition #1** **A** 67.3 10.4 97 9 **£13620**  
 proxy: same price as prime

**forfour** - 3495x1665mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**1.0 (71) passion** **A** 67.3 15.9 97 2 **£11620**  
**1.0 (71) prime** **A** 67.3 15.9 97 2 **£12315**  
**1.0 (71) edition #1** **A** 67.3 15.9 97 3 **£13720**  
 proxy: same price as prime

## SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68  
 Warranty: 5 years/unlimited miles

**Turismo** - 5130x1915mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**2.0 S** **J** 37.2 14.2 199 27 **£17995**  
**2.0 ES** **J** 37.2 14.2 199 27 **£19995**  
**2.0 EX auto 4WD** **K** 34.9 14.2 212 29 **£23995**  
 Auto: add £1500 to ES

**Tivoli** - 4195x1795mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**1.6 SE** **F** 44.1 12.0 149 N/A **£12950**  
**1.6D SE** **C** N/A N/A 113 N/A **£14200**  
**1.6 EX** **F** 44.1 12.0 149 N/A **£14600**  
**1.6D EX** **C** N/A N/A 113 N/A **£15850**  
**1.6D auto ELX 4WD** **D** N/A N/A 123 N/A **£19500**  
 Auto: add £1000 to EX and ELX; add £1400 to EX, 4WD: add £1250 to EX and ELX diesel manual

**Korando** - 4410x1830mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**2.0 SE 2WD** **F** 47.1 9.9 147 19 **£14995**  
**2.0 ELX4 4WD** **G** 45.6 9.9 157 19 **£19995**  
 Auto: add £1500 to ELX4, 4WD: add £1500 to SE

**Reston W** - 4755x1900mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**2.0 SX** **J** 38.2 13.0 196 31 **£21995**  
**2.0 EX** **J** 38.2 13.0 196 32 **£24495**  
 Auto: add £1500 to EX, ELX: add £3500 to EX

**Korando Sports** - 4990x1910mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**2.0 SX** **J** 37.7 N/A 199 5 **£17995**  
**2.0 EX** **J** 37.7 N/A 199 6 **£20395**  
 Auto: add £1500 to EX

## SUBARU

www.subaru.co.uk / Brochure: 0844 662 6612 / Dealers: 59  
 Warranty: 5 years/10000 miles

**Impreza** - 4415x1740mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**1.6i RC** **F** 44.1 12.3 147 13 **£17495**  
**1.6i RC Lineartronic auto** **E** 46.3 12.6 140 13 **£18995**

**XV** - 4450x1780mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 97th

**2.0i SE** **G** 40.9 10.5 160 21 **£21995**  
**2.0D SE** **F** 50.4 9.3 146 26 **£23995**  
 Auto: add £1500 to 2.0i, SE Premium: add £2000 to SE

**Forester** - 4595x1795mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 32nd

**2.0i XE** **G** 40.9 10.6 160 23 **£25495**  
**2.0DIT auto XT Turbo** **J** 33.2 7.5 197 23 **£30995**  
**2.0D X** **F** 49.6 10.2 148 24 **£24995**  
**2.0D XC** **F** 49.6 10.2 148 25 **£26995**  
 Auto: add £1500, Premium: add £2000 to 2.0i XE and 2.0D XC

**Outback** - 4815x1840mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**2.0D SE AWD** **F** 50.4 9.7 145 N/A **£27995**  
**2.0D SE Lineartronic AWD** **G** 46.3 9.7 159 N/A **£29995**  
**2.5i SE Lineartronic AWD** **G** 40.4 10.2 161 N/A **£28495**  
 SE Premium: add £3000 to SE

**BRZ** - 4240x1775mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**2.0 SE** **I** 36.2 7.6 181 31 **£22495**  
**2.0 SE Lux** **I** 36.2 7.6 181 31 **£23995**  
 Auto: add £1500

**WRX STI** - 4595x1795mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**2.5T WRX STI Type UK** **L** 27.2 5.2 242 40 **£28995**

## SUZUKI

www.suzuki.co.uk / Brochure: 0845 850 8800 / Dealers: 149  
 Warranty: 3 years/60000 miles

**Celerio** - 3600x1800mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

**1.0 S22** **A** 65.7 13.5 99 7 **£6999**  
**1.0 Dualjet S23** **A** 78.4 13.0 84 7 **£7999**  
**1.0 S24** **A** 65.7 13.5 99 7 **£8999**  
 1.0 S23: add £1000 to S22, auto: add £800 to S24

**Swift** - 3850x1695mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 139th

**1.2 S23 3dr** **C** 57.0 12.3 116 8 **£8999**  
**1.2 S23 3dr** **C** 57.0 12.3 116 9 **£10599**  
**1.2 Dualjet S24 3dr** **A** 65.7 12.3 99 11 **£12699**  
**1.6 VVT Sport 3dr** **F** 44.1 8.7 147 19 **£13999**  
 Auto: add £900 to 1.2 S24 Sdr, 5dr; add £500, 4x4: add £3100 to S23 Sdr and £1500 to S24 Sdr

**S**

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
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1.0T (115) S/S ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/S ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/S ecoFLEX Excite 3dr	C	57.6	10.3	114	11	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13895
1.4i (90) Limited Edition 3dr	C	55.4	13.2	121	7	£14150
1.0T (115) S/S ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10990
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/S ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/S e-FLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/S e-FLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/S ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4i (90) S/S ecoFLEX SRI 3dr	C	55.4	13.2	119	10	£14595
1.3 CDTi (75) S/S e-FLX SRI 3dr	A	74.3	14.8	99	6	£13845
1.3 CDTi (95) S/S e-FLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	52.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/S ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/S ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13240
1.3 CDTi (75) S/S e-FLX SE 3dr	A	74.3	14.8	99	7	£14490
1.3 CDTi (95) S/S e-FLX SE 3dr	A	88.3	11.9	85	9	£14990
1.6T (205) VXR 3dr	H	37.7	6.5	174	N/A	£17995

Auto: add £85 to 1.4i (90) (not Line, Sting, Limited Edition), 3dr; add £600 (not Sting R), SRI, VXR-Line: add £1035 to SRI

#### Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 172nd

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£12520
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	62.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) e-FLX S/S Excite	A	63.0	11.8	99	15	£19845
1.7 CDTi (165) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£18735
1.6 VVT (115) SRI	F	46.0	10.9	146	12	£19545
1.4T (140) SRI	E	48.0	9.0	138	17	£20205
1.6T (180) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A	62.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/S 999 SRI	A	76.0	11.8	99	15	£21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	20	£22825
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

#### Ampere - 4098x1787mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

#### Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 165th

1.8 VVT (140) Design 5dr	G	40.4	10.5	164	14	£16479
1.4T (140) S/S Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design 5dr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	16	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRI 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	16	£19804
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	16	£20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S SRI 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRI VXR-Line 5dr	H	39.2	7.5	169	26	£22449
1.4T (140) S/S Elite 5dr	J	60.1	8.7	186	15	£21574
1.6T (170) S/S Elite 5dr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite 5dr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite 5dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23794
2.0 BiTurbo (195) S/S aut Elite 5dr	D	60.1	8.7	125	24	£23739
2.8 V6T VXR SuperSport 5dr	L	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (belegged models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VXR-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

#### Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 186th

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17135
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.6 CDTi (110) auto S	G	64.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.3	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	64.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.3	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv, add £670 to S

#### Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 79th

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23900
2.0 CDTi (130) e-FLX S/S Exclusiv	B	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S Biturbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

#### Mokka - 4288x1777mm, EURO-NCAP N/A

DRIVER POWER POS: 88th

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
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1.7 CDTi (130) S/S Exclusiv D 60.1 9.6 124 13 £19749  
Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

#### Antera - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.3 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv AWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav FWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

#### GTC - 4468x1840mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 172nd

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18895
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	129	27	£24175
2.0T (280) VXR	J	34.0	5.9	189	35	£27270

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

#### Cascada - 4696x1839mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	G	45.8	9.6	163	23	£27600
2.0 CDTi Biturbo (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

#### VXR - 4941x1781mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 GT5	M	18.5	4.2	363	50	£54499
6.2 V8 GT5 auto	M	18.0	4.2	373	50	£56224

#### VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223  
Warranty: 3 years/50000 miles

#### up! - 3540x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 56th

1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9810
1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£9815
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11385
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	4	£13465
BEV (82) e-up! 3dr	A	N/A	12.4	0	10	£9270

Auto: add £595 to Move up! and High up!, add £375 to 3dr (not Rock up!), BMT: add £360 to Move and High up!

#### Polo - 3970-3972x1682mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11250
1.0 (60) S A/C 3dr	B	60.1	15.5	106	8	£11970
1.0 (60) SE 3dr	B	60.1	15.5	106	8	£12585
1.0 (75) SE 3dr	B	58.9	14.3	108	10	£13110
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	15	£13730
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	13	£14675
1.2 TSI (110) SEL 3dr	B	58.9	8.3	110	16	£14790
1.4 TDI (90) BlueMotion 3dr	A	68.9	10.5	94	16	£14790
1.4 TDI (75) BlueMotion 3dr	A	81.1	12.9	82	15	£15795
1.4 TDI (90) SEL 3dr	B	58.9	10.5	98	16	£16770
1.4 TDI (150) Blue GT 3dr	B	58.9	7.8	139	24	£18660
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	29	£18850

D5G: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT, 3dr, add £50 to 1.8 TSI SE, Derivative and £1100 to SE



# Citroen will drop WTCC or WRC

■ **Decision looming for 2017**  
■ **Loeb could switch to Dakar**



**Stephen Errity**

Stephen.Errity@dennis.co.uk

**AE** CITROEN will withdraw from either the World Rally Championship (WRC) or the World Touring Car Championship (WTCC) at the end of the 2016 motorsport season, its CEO Linda Jackson has confirmed.

"For 2016 we have our two disciplines: world rally and world touring," she stated. "I can safely say that we're reviewing the decisions and for 2017 nothing has been decided. But we have made the decision that Citroen will only be officially involved in one of those disciplines for 2017."

The company recently revealed that its DS luxury brand would enter the FIA Formula E electric racing championship in 2016, with DS CEO Yves Bonnefont saying at the time of the announcement only that "each brand would pursue its own motorsport strategy".

Citroen has been involved in the current era of the WRC since 2000, taking home 17 drivers' and manufacturers' championship titles in that time. However, in recent years it has struggled to compete with the might of Volkswagen's star Sebastien Ogier.

The WTCC programme, which promotes the C-Elysee saloon model that isn't sold in the UK, is currently in its second year. Argentinian driver Jose Maria Lopez won the drivers' title for Citroen last season and the French brand has been the dominant force in the tin-top series for the last 18 months.

Citroen's former WRC star Sebastien Loeb switched disciplines to circuit racing as part of that effort and has five wins to his name, but may yet return to rallying. The nine-time world champion recently tested Peugeot's 2008 Dakar contender, saying: "I really

World Touring Car Championship heads to Portugal this weekend, having last raced there in 2013



Citroen will choose between WRC (above) and WTCC (right) in 2017

enjoyed testing the car – when it's new, it's a different challenge and I like this. My career in WTCC is evolving and I can be really motivated to stay next year, but Dakar could also be a big challenge."

Loeb and the rest of the WTCC grid will be in action around the streets of Vila Real in Portugal this weekend. The series last held a Portuguese street race event in 2013, visiting Porto in the north-west.

## Strategy Group makes F1 changes

THE Formula One Strategy Group is to make changes to improve the sport – with some coming in at next month's Belgian GP.

Use of driver aids – particularly for help with standing starts – will be restricted, while the confusing system of engine part penalties is set to be overhauled for 2016.

Looking further ahead, the group has called for "a new set of regulations aimed at achieving a faster and more aggressive-looking formula for 2017, with wider cars and wheels, new wings and floor shape and significantly increased downforce".

The Strategy Group has representatives from Ferrari, Mercedes, McLaren, Red Bull and Williams, plus the next team in the constructors' title (currently Force India) as well as FIA and F1 management figures.

Drivers will now be solely responsible for making a good start off the grid



## Renault doubt over F1 future

RENAULT boss Carlos Ghosn has said his company's investment in Formula E will increase, but that it'll only honour its existing contracts in F1, sparking doubts about its future role in the sport.

Speaking to Auto Express at London's Formula E event, he said: "The only thing that's certain is that we will be bigger in Formula E. In Formula One we're an engine manufacturer, which means that you're forgotten when you win and highlighted when you lose."



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**AE** THE thousands of miles of rail roads that Beeching and BR cruelly closed down and abandoned half a century ago need converting into pedestrian-free highways for cars, light vans and cycles.

Even the defunct single-track routes are – when weeds and dumped rubbish have been cleared – usually broad enough for a bike path, a no overtaking car/van lane, plus some sort of emergency hard shoulder.

Riders and drivers could then, under strict min/max speed limits, travel in one direction (towards town) from say, 2am-2pm, before pedalling or driving back from 2.01pm-1.59am.

Derelict two-track routes would be simpler as they're wide enough to operate as normal roads, with two-way traffic.

Gangs of under-employed workers, tons of tarmac, gallons of white paint for road markings and a few entry/exit slip roads would – almost overnight – create a new, inexpensive and simple road network for Britain's drivers and riders. It's doable and affordable. So what's not to like?

Alternatively (and, I confess, this is a slightly less serious proposal) let's fit train wheels to cars and drive them down existing, but abandoned, rail tracks. Sounds ludicrously impossible. But it's not. Under strict supervision and with the permission of the owner of a former BR track, I've just done exactly that – driven a car down several miles of rickety railway line.

Mercedes and its Smart car division are to blame for the madness. A 4am wake-up call, a 5am departure from my hotel at Mercedes-Benz World and a pre-6am arrival at a lovingly restored, movie set station in Sussex was, I thought, all part of the build-up for a ride aboard a steam train. Instead, a Smart ForFour was on the line, ready for me to commute into the Goodwood estate. I drove the 'ForRail' in semi-conventional fashion, using the accelerator, brakes and gearshift, but only to a maximum of 20mph – or 6mph when nervously driving over the points. The steering wheel was redundant as the line of the track and the archaic but (just about) working points dictated the direction(ish) of travel.

Since the late seventies I've covered over a million miles behind the wheel of thousands of cars. But I can confirm that this was the most surreal drive of my life. By a long, long way.



**Mike Rutherford**

Motoring's most outspoken and opinionated columnist sounds off

**W** Defunct single-track routes are usually broad enough for a bike path, a no overtaking car lane and a hard shoulder

## next week

**DRIVEN**



## New 3 Series

The big verdict as BMW fires back at new Jaguar XE and Audi A4 with facelifted model

**DRIVEN**



## Honda HR-V

Another new crossover joins the fray. We see if HR-V can go straight to top of class

**DRIVEN**



## New Audi R8

We get behind the wheel of lighter, faster second-generation supercar. Is it a winner?

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# PAINT)(SHIELD

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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO<sub>2</sub> emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO<sub>2</sub> may vary according to driving styles, road conditions and other factors.

Monthly payment shown based on £2,247 customer deposit with £400 deposit contribution, 36 monthly payments of £149, and an optional final payment of £5,664. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status, over 18s (excluding the Channel Islands). Terms and conditions apply. Visit [renault.co.uk](http://renault.co.uk) for full details. Offer cannot be used with other offers and is available on featured new vehicles when ordered and registered before 30 September 2015. Offer based on 6,000 miles per annum excess mileage of 8p per mile inc VAT. Participating dealers only. Clio shown has optional Flame Red Renault i.d. metallic paint, available at an additional £595. Excludes Expression and Renaultsport models.